



THE  
**Sea Coast**  
 Resorts  
 OF  
**EASTERN MAINE**  
 AND THE  
**PROVINCES**



Reached by  
**International S.S. Co.**  
 FROM  
**Boston & Portland.**

**J. B. COYLE,**  
*Gen'l Manager.*

**E. A. WALDRON,**  
*Gen'l Pass'r Agent.*

GENERAL OFFICES, PORTLAND, ME.

FORD-1884-ILLU

*The* EDITH *and* LORNE PIERCE  
COLLECTION *of* CANADIANA



*Queen's University at Kingston*

# INTERNATIONAL STEAMSHIP CO.

The Eastern Sea-Coast Route.

## BOOK OF TOURS

FOR

## SEASON OF 1889

TICKETS AND GENERAL INFORMATION MAY BE OBTAINED AT THE  
FOLLOWING AGENCIES OF THE COMPANY:

### LOCAL AGENTS.

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"	214 Washington St.	J. W. RICHARDSON,	"
PORTLAND	40 Exchange St.	C. P. WALDRON,	"
"	R. R. Wharf	H. P. C. HERSEY,	"
ASTPORT	Company's Pier	L. W. PINE,	Acting Agent.
"	Opp. Customs Building	S. D. LEAVITT,	Agent.
ALAIS	Frontier Steamboat Co.	J. L. THOMPSON,	"
"	Cor. Point and Union Sts.	C. L. DEMING,	"
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"	" " "	GEO. PHILPS,	"
IGBY	Government Pier	H. B. SHORT,	"
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### OUTSIDE AGENTS.

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"	391 Main St.	O. F. RAWSON,	"
SPRINGFIELD, "	241 Main St.	F. L. GUNN,	"
HARTFORD, CONN.	293 Main St.	W. W. JACOBS,	"
OWELL, MASS.	100 Main St.	W. T. MOORE,	"

Tickets can be obtained at the principal offices of the Pennsylvania R.R. and the Philadelphia & Reading R.R., south and west of New York, the Fall River, Providence, Stonington and Norwich Lines of steamers, T. Cook & Son, 261 Broadway, New York, and 322 Washington St., Boston, and principal ticket offices in New England and the Provinces.

**J. B. COYLE,**  
PRESIDENT AND MANAGER.

**E. A. WALDRON,**  
GEN'L PASS'R AGENT.

GENERAL OFFICES, PORTLAND, ME.

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## REMARKS.

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IN presenting this little pamphlet to the public, it is proper to state that no attempt has been made to compile a Guide Book for the East. The resorts reached by the INTERNATIONAL STEAMSHIP COMPANY and its connections are so numerous that limited space will only admit of mentioning the places of interest located on the line or adjacent thereto. A series of pleasant tours, however, has been arranged by which passengers may avail themselves of the reduced rates to many attractive points in the State of Maine and the Provinces. The "Ocean Day Route" between Boston and Portland attracts many tourists on their way to the White Mountains and to the interior points of Maine. Two new resorts have come into prominence since last season: Cutler, Me., at which point this Company's steamers will touch during the months of July, August and September, and St. Andrews, N.B., fifteen miles from Eastport. The former is beautifully located fifteen miles south-west from Eastport, and is destined in the near future to become one of the leading resorts on Maine's coast. St. Andrews, N.B., while it cannot be claimed as one of the State of Maine resorts, is located so closely thereto that it will be patronized by many of her tourists. Fine large hotels have been erected at each of these places. We should also add that Campobello, opposite Eastport, one mile therefrom, is increasing in popularity each year. Nova Scotia is becoming popular with those who desire to extend their summer pilgrimage. A direct line is run by this Company from Boston to Digby and Annapolis, connecting at the former place with the Western Counties Railway for Yarmouth, 67 miles, and at Annapolis with the Windsor & Annapolis Railway for Halifax, 130 miles distant. Tours and excursions by this direct route have also been arranged.

In closing, it should be added that the INTERNATIONAL STEAMSHIP COMPANY (organized 1860) has kept pace with the growing business of Eastern Maine and the Provinces, and at the present time its line is equipped with new side-wheel passenger steamers second to none of their class in the country. No expense is spared in the management of these steamers, and the *menu* and table-service are unsurpassed.

E. A. WALDRON,

*General Passenger Agent.*

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**SPECIAL NOTICE.**

June 17, 1889.

On account of changes in the Time Tables of the Intercolonial Railway at St. John, the following changes are made in the schedules of this Company :

**Going East.**—Steamers will leave Portland at 5 P. M. (instead of 5.30) and passengers from Boston (and intermediate points on Eastern Division,) should take 12.30 P. M. train. The 1 P. M. train from Boston on Western Division will not connect at Portland, and passengers should take morning trains.

**Going West.**—The Saturday evening trips from St. John are cancelled *except* between August 17 and Sept. 15, when Steamers will run between St. John and Boston Saturdays in both directions as previously arranged.

The Annapolis Direct Line steamer heretofore leaving Annapolis Tuesdays and Saturdays will leave that point Tuesdays and Fridays direct for Boston.



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Spring, Summer and Fall Arrangements.  
1889.

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## ST. JOHN LINE.

### *April 29th to Nov. 11th.*

Steamers leave Commercial Wharf, Boston, at 8.30 a.m., and Portland at 5.30 p.m., Mondays, Wednesdays, and Fridays. Returning, leave St. John at 7.25 a.m., and Eastport at 12.30 p.m., same days, calling at Cutler, Me., on Monday and Friday trips in both directions during July, August, and September.

### *Extra Spring and Summer Service.*

From May 18th to Sept. 15th a steamer will leave St. John Saturdays at 6.30 p.m. for Boston direct. From August 17th to Sept. 14th a steamer will leave Boston Saturdays at 6 p.m. for St. John direct.

 Commencing early in November of each year, and continuing until May 1st, the service of this Company is reduced to two trips per week, Mondays and Thursdays, from Boston.

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## NOVA SCOTIA DIRECT LINE.

### *May 13th to August 17th.*

Steamer leaves Commercial Wharf, Boston, at 8.30 a.m., Mondays and Thursdays, for Digby and Annapolis, Nova Scotia, direct. Returning, leaves Annapolis 2 p.m., and Digby 3 p.m., Tuesdays and Saturdays.

### *Aug. 17th to Sept. 14th.*


Leaves Boston Mondays and Thursdays at 8.30 a.m. Returning, leaves Annapolis 2 p.m., and Digby 3 p.m., Tuesdays and Fridays.


### *Sept. 15th to Sept. 30th.*


Same time-table as May 13th to August 17th.

### *Sept. 30th to Nov. 10th.*

Leaves Boston Mondays at 8.30 a.m. Returning, leaves Annapolis 2 p.m., and Digby 3 p.m., Thursdays.

 The Nova Scotia Direct Line is usually withdrawn early in November.

 The above time-tables are given for the convenience of the public, and it is the intention of the Company to carry out the arrangements, yet they reserve the right to change should occasion require.

 Steamers are run on Eastern standard time, and above time-tables are arranged accordingly.



## PORTLAND, ME.

THE summer resorts of Maine are becoming more favorably known year by year. Portland, "the city by the sea," is located on Casco Bay, and with its suburbs contains about 45,000 inhabitants. The spacious walks and driveways at the eastern and western extremities afford excellent mountain and marine views. The Eastern Promenade on Munjoy Hill begins at the easterly end of Fore Street, and extends around the hill a little below the crest of the water side, six thousand and sixty-four feet to Washington Street, and is at the beginning, for a short distance, five rods wide and then widens to nine rods. The other, called the Western Promenade, is on the brow of Bramhall Hill and is a broad way over one hundred feet wide, three thousand seven hundred feet in length. These promenades are both ornamented with trees and afford a variety of beautiful prospects, embracing the ocean, Casco Bay with its jewelled islands, the White Mountains and the range of elevated land from these lofty summits to Agamenticus Hill by the ocean, in York; while beneath the eye are charming landscapes of hill, plain and river, all forming an attractive combination of scenery rarely to be found in any country. The Deering Park, formerly Deering's Oaks,—immortalized by Longfellow in these words:

"I can see the breezy dome of groves,  
The shadows of Deering's woods,"—

is the principal public ground of the city and contains forty acres. This park, a few years since, was donated to the city by the Deering and Preble heirs, since which time many improvements have been made. Lincoln Park is a small square containing two and one-half acres, near the centre of the city. No city of its size in the country can boast of so many elegant public buildings as Portland. There are many pleasant drives leading from the city. The shore road, so called, in Cape Elizabeth, reached by way of Portland Bridge, is lined for miles with summer cottages that from their lofty positions overlooking Casco Bay, dotted with the white sails of yachts and fishing vessels, while the "Foreside Road," leading through the town of Falmouth, affords an admirable view of the bay, extending through the islands for miles. This bay is said to contain three hundred and sixty-five islands, or a number corresponding to the days of the year. Among the largest of these islands are Peak's, Cushing's, Diamond, Long, Little and Great Chebeague and Orr's. These larger islands are becoming populated by many residents of Portland, as well as by those from other parts of Maine and from other States, who desire a change from the cities' heat and dust during the summer months. Fine cottages are being built each season, and the facilities for reaching these islands are improving with the demands of the residents.

## CUTLER, ME.

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### THE NEW SUMMER RESORT,

is situated on one of the most beautiful of Maine's picturesque harbors, midway between Bar Harbor and Campobello. It is surrounded by every variety of ocean and forest scenery, and abounds in objects of interest.

The air, charged with the invigorating properties of the ocean breeze, and reflected back saturated with the ozone and the aromatic fragrance of the pine, the fir, the ferns and flowers of the forest, which extends unbroken for miles beyond, is so healthful that invalids (particularly those suffering from the results of mental exertion) rapidly regain health, strength, and vigor, and are enabled to enjoy to the fullest all the picturesque scenery, natural wonders, and objects of interest. Hay-fever, that soul-distressing malady, here disappears before the fragrant forest airs.

The views from HOTEL CUTLER are unsurpassed. In front lies the full extent of the harbor, so deep that the largest ocean steamer may enter with safety; so capacious that a navy might find shelter therein; and so placid that however wild the storm may rage without, the light bark canoe of the Indian can safely dance upon its bosom. At the entrance, like a sentinel, stands Lighthouse Island, while on either hand, separated by deep channels, are frowning cliffs. Its surface is unbroken by a single reef or shoal. This harbor is enlivened by the yachts of the hotel and those of the visitors, and by the fishing-smacks of the village near by; and should the storm rage without, is quickly dotted by numbers of vessels which here find an easily accessible and secure harbor. From the side piazza of the hotel the views are softer, but not less picturesque. On the left, rising from the harbor, is built the little village of Cutler, with its church-spire, a prominent landmark, towering behind the trees from the highest point.

Cutler is the entrance to the Sportsman's Paradise. Extending north for miles is unbroken forest. Visitors find here the finest fishing, combining deep-sea, lake, and brook, all within easy access. Partridge, duck, geese, and brant are found in abundance in their season. Shore birds are innumerable.

The hotel is well appointed. The rooms are commodious and pleasant, with open fires, the table superior, and prices moderate. A tennis lawn affords quiet amusement, while a livery-stable and supply of yachts and row-boats affords the guest every opportunity for visiting the farther points of interest, among which are Norse Lake and Cross Island (a most famous deer park).

## EASTPORT, LUBEC, PEMBROKE, PERRY, DENNYSVILLE AND ROBBINSTON.

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EASTPORT is situated on Moose Island, which, at the opposite end, four miles distant, is connected with the mainland by a bridge 1,200 feet long. It is an important centre of trade and travel on the frontier, for which the International Steamship Company has made special provision in its large depot built since the great fire of 1886. The effects of that disaster on the business part of the town are nearly obliterated. The new buildings are greatly superior to the old ones, and an efficient system of water supply has been introduced. The erection of a fine new custom house, for which Congress made an appropriation of \$100,000, is to be begun the present year. The "Quoddy," built since the fire, is the principal hotel. Old Fort Sullivan, formerly occupied by United States troops, overlooks the town and affords wide views of the bay and islands across the boundary line. The town was captured by British forces in 1814 and held under the claim that it was rightfully within their territory, and remained under martial law until 1818, when a special commission settled the disputed boundary line and restored the authority of the United States. The remains of fortifications, built during the British occupancy, can still be seen on some of the outlying hills. Eastport affords special attractions to visitors: deep-sea fishing in the bay, fine views from its hills, and lovely bits of scenery about its coves and shores. A variety of pleasant excursions lies within easy reach. Trips are readily made to Campobello, Grand Manan, St. Andrews and Calais, whose attractions are elsewhere described; and other less noted places will repay the time spent in visiting them. Lubec is three miles distant by steam ferry across the harbor; and on the ocean shore of that town stands the lighthouse at West Quoddy Head, the extreme eastern point of land in the United States. Up the St. Croix River, in Perry, is Pleasant Point, a village of the Passamaquoddy tribe of Indians. Boyden's (or Nasahick) Lake is a large sheet of water in the same town; and Robbinston, next above, enjoys a lovely outlook upon the bay, and has a large number of summer residents. In another direction lies the pleasant village of Pembroke, and within easy drives above are Pennamaquan and Meddybemps Lakes, favorite fishing-resorts. Farther on is Dennyville, noted for its rural beauty, its salmon-fishing and well-kept homelike inns. These places are reached by stage lines or by most charming trips up the inland waters that reach to their river-side wharves.

## CAMPOBELLO.

CAMPOBELLO, so long known only to the titled English friends of Admiral Owen and to Nature-loving picnickers of Eastport, is now a favorite sojourn for all who seek coolness and shade in the summer. On its shores begins the scenery of the Bay of Fundy, which, by reason of its high tides and low-creeping mists, now changes and again softens the headlands which rise in the landscape. Beaches unsuspected come to view, distances diminish, and colors deepen, as the waters of the bay rise and fall. On one side of the island the purple cliffs of Grand Manan extend across part of the horizon. On the other side, the hilly towns of Eastport and Lubec, and the narrowing rivers, Denny's and St. Croix, with the far reaches up the Passamaquoddy, give a most varied setting to the scene.

The island itself is picturesque, with coves and cliffs, with winding roads and woods. One can be out of doors all day, with sense neither of fatigue nor heat, so clear, bracing, and cool is the climate. Fog never lasts for a whole day, and, during the last five seasons, there has been not more than three days a month in which it was impossible to walk or drive, while the beauty of the landscape is wonderfully increased by the shutting down and lifting of the fog.

The hotels are under one management, that of T. A. Barker, Esq., who is a gentleman as well as a landlord. There is a certain kindness of manners among the *habitués* of the hotels which is very refreshing to newcomers.

Each year finds many of the old friends back again, who are glad to reveal its hidden beauties to those who have just arrived. The cottage life on the island and the neat dwellings of the native inhabitants add a homelike feeling and contribute to the general attractiveness of the place.

Each morning sees a horseback party, or the wagonette holding merry, middle-aged people, or village-carts with those who go through life in twos, drawn up before the hotel piazza, awaiting kindly wishes for the excursions of the day from those who stay behind. Perhaps the little steamer is to carry others on a sea-picnic up the bay, or the row-boats are engaged for shorter voyages in and out among the islands. At the sunset hour all gather in silence on the piazza, and watch the most wondrous glory of the day as the sun sets behind the hills across the bay.

## GRAND MANAN.

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At the entrance of the Bay of Fundy, nine miles from the American shore, lies the large island of Grand Manan. It belongs to the Dominion of Canada, though it was once claimed as part of the United States. Its nationality was finally settled by the decision of a special commission given in 1817.

The island is easily reached by steamer from Eastport, which makes the passage across in about two hours.

For a long time the place has been a favorite resort for marine artists and others interested in grand cliff and seashore scenery. One writer has called it "a paradise of cliffs;" and nowhere on the Atlantic coast can they be found as bold and majestic.

The high western shore, twenty miles long, shows no accessible entrance from the sea, but on the eastern side are several villages lying upon pleasant coves and beaches. Smaller islands are scattered along on this side. Near the Northern Head are two hotels and some private boarding-houses. In this neighborhood is Swallow-tail Head, on which the light-house stands, surrounded by cliffs deeply scarred and worn by the action of the water.

On the northern side, Whale Cove opens. Around rise cliffs showing a variety of formations: at one place brilliant with varied hues, and at another immense regular strata are piled up in consecutive layers, and commonly called the "Seven Days' Work." The beaches here show gay-colored pebbles.

At the extremity of the Northern Head, a prominent object is the rocky figure rising boldly from the sea known as the "Bishop."

The highest and most precipitous cliffs are at the southern extremity of the island, and from them, rising three or four hundred feet above the sea, one looks down upon myriads of wild fowl flying and skimming about below. Here is also seen the "Southern Cross," a well-defined figure of stone standing off from the shore.

There are good facilities for fishing and shooting. The roads of the island are excellent, good horses for driving can be had at moderate prices, and the same may be said of boats and boatmen.

The visitor hears wild stories of winter storm and shipwreck, and can hardly look about the shores and cliffs without gaining some new conception of the power of the forces of Nature; and those who find attraction in grand and beautiful scenery will be well repaid by a visit to this cliff-girt isle of the north.



## ST. ANDREWS, N. B.

On Passamaquoddy Bay.

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AN old-time summer-resort for those who enjoy the quiet and beauty of Nature without being elbowed by the madding crowd. The opening of the new Algonquin Hotel this year offers to the pleasure-seeker, tourist, and jaded business-man an elysium for health, recreation, or diversion, where, surrounded by scenery unsurpassed on the Eastern coast, and the luxuries of the Algonquin, a vacation filled with every concomitant necessary to make one perfect may be passed.

The outlook from the Algonquin is of the most charming description. From the tower, 255 feet above high-water mark, one sees below the town of St. Andrews lying in all its beauty. Then the eye dwells upon the ever-beautiful Passamaquoddy Bay, some seven miles wide and fifteen to twenty miles long, a scene whose counterpart can only be found in the world-renowned Bay of Naples. Looking due west, the eyes dwell on Joe's Point, jutting out into the St. Croix, over whose tree-topped ridge a glimpse of the Devil's Head is had; and southerly, the range of the Maine highlands down to Kendall's Head, including the town of Robbinston and the Indian village at Pleasant Point. Southerly, lie Deer Island, Pendleton's passage, Little Letete (dividing Pendleton's from McMaster's Island), then Big Letete, a bold deep passage, one of the two connecting Passamaquoddy Bay with the Bay of Fundy. Northerly are seen Minister's Island, the pretty little harbor of Chamcook, Chamcook Mountain; and to the eastward, the range of hills. In front of the town lie Navy Island, and the St. Croix River, on its way to the Bay of Fundy. Over the hills on Deer Island a glimpse is had of the Wolves, Grand Manan, Campobello, and the Nova Scotia coast.

The facilities for sea-bathing are excellent, the temperature of the water being such that even invalids can safely lave therein. There are no quicksands or undertows to trap the unwary. The drives in the vicinity are numerous, and a drive over new routes on good roads a daily luxury.

While the Algonquin is the more modern and sightly house, there is also the old favorite, The Argyll, whose situation is beautiful, adjoining as it does Indian Point Park. There is also Kennedy's Hotel, most centrally located in the business part of the town and fronting the harbor.

St. Andrews boasts of excellent livery stables, churches, schools, stores, telegraph office, and weekly newspaper, the "*St. Andrews Beacon*."



## CALAIS AND ST. STEPHEN.

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THESE two important places are situated at the head of navigation, on opposite sides of the St. Croix River, which here forms the boundary line between New Brunswick and Canada. A river steamer connects with the International line at Eastport, and run up a most picturesque route through Passamaquoddy Bay and the lower St. Croix, known by the Indians as the Schoodic River, touching at St. Andrews and Robbinston, and, just above, passing Doucett's or St. Croix Island, where the early French discoverers, under DeMonts and Champlain, made a settlement in 1604, sixteen years before the Pilgrims landed at Plymouth.

The American city of Calais is the largest place in eastern Maine, and St. Stephen the leading town on the Canadian side of the river. The prominent industry of both is the manufacture of lumber, for which the magnificent water power of the St. Croix affords unrivalled facilities, and the upper section on each side is known as Milltown. These places are connected by bridges, and, though under different national and local governments, have common interests, and together constitute a large community, the most important centre of commercial and industrial pursuits between the Penobscot and the St. John. Besides the flourishing lumber trade, each has also considerable shipping interests. At Milltown, on the Canadian side, stands a large cotton factory, erected principally by American capital and controlled by American management; and at Red Beach, in the lower ward of Calais, are quarries which produce red granite, a beautiful building material, also widely used for monumental purposes.

The sites of the two places, sloping upward on opposite shores, afford fine locations for the homes, business places, and public buildings of the prosperous people. Among them are the steeples of elegant church edifices, and excellent hotels accommodate the large travel which centers in this wide-awake community.

There are charming drives about the neighborhood, but the stranger needs to remember that in crossing the bridge he comes under a different law of the road, which requires the turning to the right on one side and to the left on the other. In the vicinity are superior opportunities for fishing and hunting, and the Schoodic Lakes, a few miles distant by railroad, are well stocked with the famous land-locked salmon.

## ST. JOHN.

THE chief city of the Province of New Brunswick, and the commercial metropolis of the Bay of Fundy, occupies a commanding position at the mouth of the St. John River. From its favorable situation for the purposes of commerce, it has been termed "the Liverpool of Canada." The city, including the city of Portland, N.B., which has recently been united to St. John, contains about 50,000 inhabitants. The harbor is good and is kept free from ice by the high tides on the Bay of Fundy and the sweeping current of the St. John River. The hill-country in the vicinity is picturesque and affords a variety of pleasing marine views.

A great fire occurred in 1877 which destroyed several millions' worth of property. Since this fire, elegant new buildings have taken the places of the old ones. The Custom House, located on Prince William Street, has been erected at a cost of \$250,000. Waterloo Street leads to the Marsh Bridge at the head of Courtenay Bay. By ascending Cliff Street for a short distance, a point may be reached from which may be seen the valley, with its churches and streets, and the embowered villas on Portland Heights, over which Reed's Castle is prominent.

The General Public Hospital is situated on a bold, rocky knoll which overlooks the "Marsh Valley," and is entered from Waterloo Street.

The geologists entertain a plausible theory that in remote ages the St. John River flowed down this valley from the Kennebecasis to the sea, until finally the present channel through the Narrows was opened by some convulsion of Nature. The climate of St. John in summer is enjoyed by thousands of tourists; an uncomfortably warm night is seldom known here.

There are many points of interest near the city, which the limited space in this book will not permit our mentioning.

St. John is the terminus of the Intercolonial Railway, which system connects the Provinces of Quebec, New Brunswick and Nova Scotia; also Prince Edward Island by steamer from Point du Chene. The New Brunswick Railway, with lines to northern Maine and northern New Brunswick, also terminates at St. John. This road connects with the "Maine Central" system for Bangor, Portland and Boston. The Grand Southern Railway from St. Stephen and St. George also has a terminus at Carlton opposite St. John. The Bay of Fundy Steamship Co. connects St. John with Digby, forty-five miles, and Annapolis, N.S., sixty miles. The "Union Line Steamers" connect St. John with Fredericton and points on St. John River.

## DIGBY AND ANNAPOLIS, N.S.

## DIGBY.

THIS town is situated near the western end of Nova Scotia, and will, at the completion of the railway which is now being built between this point and Annapolis (eighteen miles), become the distributing point for the Annapolis Valley traffic to St. John and the United States. It is surrounded by beautiful scenery, perhaps the most diversified in Nova Scotia, owing to its constant succession of hill and dale, orchards and woodlands. Every mile offers picturesque views of the sea, as St. Mary's Bay, Bay of Fundy and Digby Basin bound Digby on its west, north and east sides respectively. The air is most salubrious, the thermometer in the hottest days registering from seventy-five to eighty degrees. By reason of the daily north-west breeze coming in from the Bay of Fundy through the narrow strait at its entrance, Digby Basin is free from fog, and yachtsmen have here forty-five square miles of land-locked water for their noble pastime.

Sea bathing can here be enjoyed under exceptionally favorable circumstances. A large swimming basin, sheltered between two hills, is shut off by a dyke, so that the tide-water is retained and warmed at a temperature of from sixty-eight to seventy degrees by the rays of the sun, while the evaporation so greatly increases its saltness that a very remarkable buoyancy is the result. Fine bathing houses have been established.

Good sea fishing is near at hand. Trout abounds in the neighboring streams and lakes, around the shores of which are the homes of the moose and caribou, partridge and water fowl.

## ANNAPOLIS.

THIS town, known as "Annapolis Royal," is situated at the head of the Annapolis Basin, and is the gateway to the fertile valleys of Annapolis and Cornwallis. It is also the *present* terminus of the Windsor & Annapolis Railway. Annapolis and Granville, on the opposite shore, are beautifully situated, affording many pleasant shore drives. There are several points of historic interest in and around Annapolis Royal. It is the capital of Annapolis County and is frequented by summer visitors on account of its pleasant environments and tempered sea air and the opportunities for salt water fishing in the Basin and trouting among the hills.

The chief object of interest to the passing traveller is the old fortress, which covers twenty-eight acres with its ramparts and outworks. The works are disarmed and have remained unoccupied for many years. On both sides of the Annapolis Basin rise mountains whose background of vegetation lends a peculiar charm to the landscape.

## THROUGH

## NOVA SCOTIA AND NORTHWARD.

Among the intelligent classes from which American tourists are recruited, the quiet scenes wherein Longfellow set the initial events of his immortal historical poem of *Evangeline*, the land of Acadia, will always have a subtle charm. Aside from this advantage, however, the Valley of Annapolis and the Basin of Minas have scenic attractions which must always tempt the stranger in this direction.

The traveller who has already seen the handsome city of St. John and its vicinage may reach Annapolis by a coastwise trip of twenty-six hours from Boston, leaving Boston Mondays and Thursdays at 8.30 A.M.

The alternative, in this case a most agreeable one, is the tri-weekly service of this line between Boston and St. John, touching at Portland and Eastport; connecting at St. John with a steamer for Nova Scotia, about forty miles' sail.

These routes, with either taken in reverse, form the most agreeable possible marine tour upon the Atlantic coast. A single week thus spent admits of a trip through the "Land of Evangeline" to Halifax, and a look at Prince Edward Island and New Brunswick.

The approach to the Basin of Annapolis from the broad waters of the Bay of Fundy is imposing. At opposite extremes of this placid sound are the towns of Digby, quite famous as a summering point, and Annapolis, the western terminus of the Windsor & Annapolis Railway. This is a land of fruit, and the harvest scenes in October are pleasant to the eyes of the wayfarer. Midway in the transit to the gray old city of Halifax is the immediate scene, at Grand Pre, looking out upon the Basin of Minas and Cape Blomidon, where occurred the embarkation of the unhappy Acadians.

Halifax, the only point upon the continent garrisoned by British Regular troops, is a city which will "grow" upon the visitor as its many beautiful outlooks and lovely environments become familiar. The great fort and the grim ships of war are open to the public, and the Wildwood Park is easy of access. Ladies will appreciate the attractive shops which here, as in St. John, offer many pleasant and unfamiliar souvenirs of a summer visit.

Leaving Halifax for the north, the railway to Pictou, famous for its stone, and Cape Breton, across the Strait of Canso, is met at Truro. Here the choice may be made of a trip from Pictou to Charlottetown, a railway ride through the heart of Prince Edward Island to Summerside and a short sail, thence back to the "continent" at Point du Chene, and the main line of the Intercolonial Railway at Painses; or a direct run across the isthmus, which makes Nova Scotia a peninsula rather than an island, to Moncton.

This is the focal point for all of the vast travel over the Intercolonial system of railways.

Through sleeping-car trains leave Halifax, connecting here with a train from St. John and the West, and continuing to Quebec.

The splendid fishing and gunning upon the eastern coast of New Brunswick have long made that region popular with sportsmen.

Caribou-hunting, sea-trout fishing in the salt-water bays, and salmon-killing in the sparkling streams make this a hunters' paradise.

The route to Quebec along the southern shore of the vast Lower St. Lawrence River carries the traveller past Rimouski and Cacouna, both resorts much visited by inland Canadians. From Riviere du Loup, the port of Cacouna, a daily steamer will convey the excursionist across to Tadousac, at the rock-bound portal of the Saguenay, and up into the midst of the stupendous scenery of that majestic river. From Chicoutimi, at the head of navigation, a new railway will quickly transport tourists to Quebec, or the return may be made by steamer down the Saguenay and up the St. Lawrence, touching at Murray Bay and other centres of summer life *en route*.

The entire tour, as herein outlined, may be advantageously taken in reverse by parties from the West with equal facility and pleasure.

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## CAPE BRETON.

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SIXTEEN HOURS FROM ST. JOHN.

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This favorite resort of the far east is noted for its lake and mountain scenery, as well as the salubrity of its climate and its excellent sporting facilities. The summers of Cape Breton, or from May to October, may challenge comparison with those of any country within the temperate regions of the whole world. Bright sunny days with balmy western winds follow one another week after week, while the midday heats are often tempered by cool, refreshing sea breezes. To the tourist who loves Nature and the manifold beauties of hill and shore, by woods and waters, Cape Breton presents attractions almost beyond description.

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## THE BRAS D'OR LAKES.

These lakes form one of the most charming sails in the East. There are fine steamers plying thereon, leaving Mulgrave (Straits of Canso) daily, traversing the St. Peter's Canal and making a varied trip long to be remembered.

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## PRINCE EDWARD ISLAND.

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NINE HOURS FROM ST. JOHN.

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This island is comfortably reached by taking the International Steamship Company's steamers to St. John, thence by Intercolonial Railway to Point du Chene, where the fine steamers of the P. E. I. Navigation connect for Summerside (about fifty miles). At Summerside the steamers connect with the Prince Edward Island Railway, which is a part of the Canadian Government railway system. This road traverses the island from north to south. Charlottetown, the chief city and the capital of the Province, is pleasantly located in the southerly part of the island. Steamers run between Pictou, N.S., and Charlottetown, enabling tourists to enter by one route and leave by another. Besides frequenters at the larger places, at Malpeque, Rustico and other shore-side hamlets are gathered each summer groups of visitors from "the States," who find rest and recuperation in the balmy, bracing air of the island climate.



# Local Passenger Fares.

## ONE WAY AND RETURN.

### FROM BOSTON.


	ONE WAY.	RETURN.
Boston to Annapolis, N. S. . . . .	\$5.00	\$8.00
" " Calais, Me. . . . .	4.50	8.00
" " Cutler, Me. . . . .	4.00	7.50
" " Digby, N. S. . . . .	4.50	7.00
" " Eastport, Me. . . . .	4.00	7.50
" " Portland, Me. . . . .	1.00	2.00
" " Robbinston, Me. . . . .	4.50	8.00
" " St. Andrews, N. B. . . . .	4.50	8.00
" " St. John, N. B. . . . .	4.50	8.00

### FROM PORTLAND.

Portland to Calais, Me. . . . .	\$4.00	\$7.00
" " Cutler, Me. . . . .	3.50	6.50
" " Eastport, Me. . . . .	3.50	6.50
" " Robbinston, Me. . . . .	4.00	7.00
" " St. Andrews, N. B. . . . .	4.00	7.00
" " St. John, N. B. . . . .	4.00	7.00

### FROM OTHER POINTS.

Calais to St. John, N. B. . . . .	\$1.50	\$2.50
Robbinston to St. John, N. B. . . . .	1.50	2.50
St. Andrews to St. John, N. B. . . . .	1.50	2.50
Cutler to Calais, Me. . . . .	1.75	2.50
" " Eastport, Me. . . . .	.75	1.00
" " Robbinston, Me. . . . .	1.50	2.00
" " St. Andrews, N. B. . . . .	1.50	2.00
" " St. John, N. B. . . . .	2.00	3.00
Eastport to St. John, N. B. . . . .	1.50	2.25

 The above one-way rates are for limited tickets. Unlimited tickets are sold at an advance. Return tickets are good during the year in which they are purchased.





VIEW OF MAIN SALOON — STEAMER "CUMBERLAND" OF INTERNATIONAL STEAMSHIP COMPANY'S FLEET.



VIEW OF DINING-ROOM — STEAMER "STATE OF MAINE" OF INTERNATIONAL STEAMSHIP COMPANY'S FLEET.





## GENERAL INFORMATION TO PASSENGERS.

**LIMITED TICKETS** issued by the Company will be accepted only on the trip of the date for which they are issued, and on first connecting train or steamer to destination. If passengers desire stop-over privileges, they should purchase *unlimited* tickets.

**RETURN TICKETS** are on sale to all principal points, and a large saving is made by purchasing the same. All return tickets entitle the passenger to stop-over privileges.

**STATE-ROOMS AND MEALS.**—Rooms may be engaged in advance upon application by letter or telegram to the local agents of the Company. State-room berths are not sold by this Company. Rooms are \$1.00, \$1.50, and \$2.00 each. There are also several bridal-rooms on each steamer, varying in price from \$3.00 to \$4.00. Meals are served on the American plan, at the following prices: Breakfast or supper, 50 cents; dinner, 75 cents.

**CHILDREN'S TICKETS.**—Children between the ages of five and twelve, half-fare; under five, free.

**OPTIONAL TICKETS.**—All tickets reading between Boston and St. John will be accepted between Boston and Annapolis direct. Passengers holding tickets reading by the *direct* line between Boston and Annapolis may travel by way of St. John by the payment of \$1.25 to the purser of the first steamer to whom the ticket is presented. This arrangement will apply to tickets reading *from* as well as *to* Nova Scotia, allowing passengers to vary their trips.

**REDEMPTION OF TICKETS.**—In the purchase of tickets, passengers are reminded that any portion of a ticket not used will be redeemed at its value at the Boston wharf agency, either by mail or upon personal application. This will apply to tickets issued by this Company over its connections as well as over its own lines.

**STEAMERS' LANDINGS.**—FROM BOSTON, the steamers of the St. John line leave the *south side* of Commercial Wharf, and the steamers of the direct Nova-Scotia line leave the *north side* of the same pier. . . . AT PORTLAND, the steamers leave Railroad Wharf, foot of State Street. . . . AT EASTPORT, the steamers of the International S. S. Co., the Campobello steamer, and the St. Croix River steamer for St. Andrews, Robbinston, and Calais land at same pier. . . . AT ST. JOHN, the Company's pier is at Reed's Point.

## TARIFF OF RATES.

SUBJECT TO CHANGE.

DESTINATION.	FROM BOSTON.		FROM PORTLAND.	
	UNLIMITED	LIMITED.	UNLIMITED	LIMITED.
Amherst, N. S.....	\$8.25	.....	\$7.75	.....
do. and Return....	13.65	.....	12.65	.....
Andover, N. B. ....	8.80	.....	8.30	.....
do. and Return....	14.45	.....	13.45	.....
Annapolis, N. S. ....	6.00	\$5.50	5.50	\$5.00
do. and Return....	10.00	.....	9.00	.....
Antigonish, N. S.....	10.75	10.25	10.25	9.75
do. and Return....	17.40	.....	16.40	.....
Auburn, Me. (M. C. R. R.)....	2.00	.....	.....	.....
do. (G. T. R'y) .....	2.00	.....	.....	.....
Augusta, Me. ....	3.00	.....	.....	.....
Aylesford, N. S.....	7.30	6.80	6.80	6.30
do. and Return....	12.10	.....	11.10	.....
Baddeck, C. B.....	13.50	13.00	13.00	12.50
do. and Return....	22.60	.....	21.60	.....
Bangor, Me. ....	5.25	.....	.....	.....
Bar Harbor, Me.....	4.50	.....	.....	.....
Bath, Me. ....	2.25	.....	.....	.....
Bathurst, N. B. ....	9.50	.....	9.00	.....
do. and Return....	15.50	.....	14.50	.....
Beaver Bank .....	8.70	8.20	8.20	7.70
Berwick, N. S.....	7.45	6.95	6.95	6.45
do. and Return....	12.35	.....	11.35	.....
Bethel, Me.....	3.80	.....	.....	.....
Bethlehem, N. H. ....	5.50	.....	.....	.....
Bridgetown, N. S. ....	6.50	6.00	6.00	5.50
do. and Return....	11.00	.....	10.00	.....
Brunswick, Me. ....	2.00	.....	.....	.....
Calais, Me. ....	5.50	4.50	5.00	4.00
do. and Return....	8.00	.....	7.00	.....
Caledonia Corner, N. S. ....	8.50	8.00	8.00	7.50
Cambridge, N. S.....	7.60	7.10	7.10	6.60
do. and Return....	12.60	.....	11.60	.....
Cambellton, N. B.....	10.50	.....	10.00	.....
do. and Return....	17.00	.....	16.00	.....
Campobello, N. B.....	5.25	4.25	4.75	3.75
do. and Return....	8.00	.....	7.00	.....
Caribou, N. B. (via St. John)..	9.50	.....	9.00	.....
do. and Return....	15.50	.....	14.50	.....
Charlottetown, P. E. I.....	9.50	.....	9.00	.....
do. and Return....	16.25	.....	15.25	.....
Chatham, N. B. ....	9.00	.....	8.50	.....
do. and Return....	14.75	.....	13.75	.....
Crawford House, N. H.....	4.25	.....	.....	.....
Cutler, Me.....	5.00	4.50	4.50	3.50
do. and Return....	7.50	.....	6.50	.....
Dalhousie, N. B. ....	10.25	.....	9.75	.....
do. and Return....	16.80	.....	17.80	.....
Digby, N. S.....	6.00	5.00	5.50	4.50
do. and Return....	10.00	.....	9.00	.....
Dorchester, N. B. ....	7.70	.....	7.20	.....
do. and Return....	12.85	.....	11.85	.....
Eastport, Me.....	5.00	4.00	4.50	3.50
do. and Return....	7.50	.....	6.50	.....
Ellershouse, N. S.....	8.80	8.00	8.30	7.50
do. and Return....	14.65	.....	13.65	.....
Fabyan's, N. H.....	4.50	.....	.....	.....
Falmouth, N. S.....	8.25	7.75	7.75	7.25
do. and Return....	14.00	.....	13.00	.....

## TARIFF OF RATES — Continued.

DESTINATION.	FROM BOSTON.		FROM PORTLAND.	
	UNLIMITED	LIMITED.	UNLIMITED	LIMITED.
Fort Fairfield, Me. ....	\$9.20	.....	\$8.70	.....
do. and Return....	15.05	.....	14.05	.....
Fredericton, N. B. ....	5.50	.....	5.00	.....
do. and Return....	9.50	.....	8.50	.....
Grand Pré, N. S. ....	8.00	\$7.50	7.50	\$7.00
do. and Return....	13.45	.....	12.45	.....
Halifax, N. S. ( <i>via</i> I. C. R'y) ..	9.50	9.00	9.00	8.50
do. and Return....	15.50	.....	14.50	.....
do. ( <i>via</i> W. A. R'y) ..	9.80	8.20	9.30	7.70
do. and Return....	15.50	.....	14.50	.....
Hantsport, N. S. ....	8.25	7.75	7.75	7.25
do. and Return....	13.85	.....	12.85	.....
Har Au Bouche.....	11.50	11.00	11.00	10.50
Heatherton.....	11.10	10.60	10.60	10.10
Hopewell .....	9.50	9.00	9.00	8.50
Houlton, Me. ....	7.75	6.50	7.25	6.00
Kentville, N. S. ....	7.75	7.25	7.25	6.75
do. and Return....	13.00	.....	12.00	.....
Kingston, N. S. ....	7.05	6.55	6.55	6.05
do. and Return....	11.75	.....	10.75	.....
Lawrencetown, N. S. ....	6.70	6.20	6.20	5.70
do. and Return....	11.25	.....	10.25	.....
Lewiston, Me. ....	2.00	.....	.....	.....
Liverpool, N. S. ....	10.00	9.50	9.50	9.00
Londonderry, N. S. ....	9.75	9.25	9.25	8.75
do. and Return....	15.10	.....	14.10	.....
Mechanic Falls, Me. ....	2.30	.....	.....	.....
Metapediac, N. B. ....	10.70	.....	10.20	.....
do. and Return....	17.35	.....	16.35	.....
Meteghan, N. S. ....	6.75	6.25	6.25	5.75
Middleton, N. S. ....	6.85	6.35	6.35	5.85
do. and Return....	11.50	.....	10.50	.....
Moncton, N. B. ....	7.15	.....	6.65	.....
do. and Return....	12.00	.....	11.00	.....
Montreal, P.Q. (G. T. R'y) ....	8.50	.....	.....	.....
do. ( <i>via</i> P. & O. R'y) ..	8.50	.....	.....	.....
Mt. Uniacke, N. S. ....	9.10	8.25	8.60	7.75
do. and Return....	15.15	.....	14.15	.....
Mulgrave, N. S. ....	11.90	11.00	11.40	10.50
do. and Return....	19.10	.....	18.10	.....
New Castle, N. B. ....	8.75	.....	8.25	.....
do. and Return....	14.40	.....	13.40	.....
New Glasgow, N. S. ....	9.50	9.00	9.00	8.50
do. and Return....	15.50	.....	14.50	.....
New Mills, N. B. ....	10.10	.....	9.60	.....
do. and Return....	16.45	.....	15.45	.....
North Conway, N. H. ....	3.20	.....	.....	.....
Norway, Me. ....	2.95	.....	.....	.....
Old Orchard, Me. ....	1.35	.....	.....	.....
Oxford, N. B. ....	8.80	.....	8.30	.....
do. and Return....	14.40	.....	13.40	.....
Paradise, N. S. ....	6.60	6.10	6.10	5.60
do. and Return....	11.10	.....	10.10	.....
Peticodiac, N. B. ....	6.50	.....	6.00	.....
do. and Return....	11.00	.....	10.00	.....
Pictou, N. S. ....	9.50	9.00	9.00	8.50
do. and Return....	15.50	.....	14.50	.....
Poland Springs .....	2.75	.....	.....	.....
Portland, Me. ....	1.00	.....	.....	.....
do. and Return....	2.00	.....	.....	.....
do. and Return (rail) ..	4.00	3.50	.....	.....

## TARIFF OF RATES—Continued.

DESTINATION.	FROM BOSTON.		FROM PORTLAND.	
	UNLIMITED	LIMITED.	UNLIMITED	LIMITED.
Port Williams, N. S. ....	\$7.95	\$7.45	\$7.45	\$6.95
do. and Return....	13.20	.....	12.20	.....
Presque Isle, Me. ....	9.90	.....	9.40	.....
Profile House, N. H. ....	6.90	.....	.....	.....
do. and Return....	11.80	.....	.....	.....
Pt. Du Chene, N. B. ....	7.50	.....	7.00	.....
do. and Return....	12.50	.....	11.50	.....
Pt. Hawkesbury, C. B. ....	12.00	11.10	11.50	10.60
do. and Return....	19.30	.....	18.30	.....
Pt. Hastings.....	12.05	11.15	11.55	10.65
Robbinston, Me. ....	5.50	4.50	5.00	4.00
do. and Return....	8.00	.....	7.00	.....
Round Hill.....	6.50	6.00	6.00	5.50
do. and Return....	11.00	.....	10.00	.....
Sackville, N. B. ....	8.05	.....	7.55	.....
do. and Return....	13.35	.....	12.35	.....
Salisbury, N. B. ....	6.80	.....	6.30	.....
do. and Return....	11.40	.....	10.40	.....
Stewiacke.....	9.50	9.00	9.00	8.50
do. and Return....	15.50	.....	14.50	.....
Straits Canso, N.S.(Pt.H'ks'b'y)	12.00	11.10	11.50	10.60
do. and Return....	19.30	.....	18.30	.....
Summerside, P. E. I. ....	8.25	.....	7.75	.....
do. and Return....	14.00	.....	13.00	.....
Sussex, N. B. ....	5.80	.....	5.30	.....
do. and Return....	10.00	.....	9.00	.....
Sydney, C. B. ....	14.90	14.00	14.40	13.50
do. and Return....	24.10	.....	23.10	.....
Thompson, N. S. ....	8.85	.....	8.35	.....
do. and Return....	14.50	.....	13.50	.....
Tracadie.....	11.30	10.80	10.80	10.30
Truro, N. S. ....	9.50	9.00	9.00	8.50
do. and Return....	15.50	.....	14.50	.....
Waterville, N. S. ....	7.50	7.00	7.00	6.50
do. and Return....	12.50	.....	11.50	.....
Weldford, N. B. ....	8.05	.....	7.55	.....
do. and Return....	13.30	.....	12.30	.....
Wentworth, N. S. ....	9.00	.....	8.50	.....
do. and Return....	14.75	.....	13.75	.....
Weymouth, N. S. ....	6.80	5.00	6.30	4.50
Whycocomaugh.....	14.40	13.50	13.90	13.00
Wilmot, N. S. ....	6.95	6.45	6.45	5.95
do. and Return....	11.55	.....	10.55	.....
Windsor, N. S. ....	8.55	7.75	8.05	7.25
do. and Return....	14.00	.....	13.00	.....
Wolfville, N. S. ....	8.00	7.50	7.50	7.00
do. and Return....	13.30	.....	12.30	.....
Woodstock, N. B. (via Calais)	7.75	6.50	7.25	6.00
Yarmouth, N. S. ....	8.45	6.50	7.95	6.00
do. and Return....	12.75	.....	11.75	.....

## SPECIAL NOTICE.

For rates *via* Direct Nova Scotia Line from Boston, see page 25.



## MISCELLANEOUS TOURS.

**PARTIES** of ten or more travelling at one time will be furnished with special rates, upon application to the General Passenger Agent of the Company, Portland, Me.

<b>No. 1.</b>	<b>Annapolis and Return.</b>	<b>\$10.00</b>
	Boston to St. John . . . . .	International S. S. Co.
	St. John to Annapolis . . . . .	Bay of Fundy S. S. Co.
	Return same route.	
<b>No. 2.</b>	<b>Antigonish, N. S., and Return.</b>	<b>\$17.40</b>
	Boston to St. John . . . . .	International S. S. Co.
	St. John to New Glasgow . . . . .	Intercolonial R'y.
	New Glasgow to Antigonish . . . . .	Eastern Extension R'y.
	Return same route.	
<b>No. 3.</b>	<b>Calais, Me., and Return.</b>	<b>\$8.00</b>
	Boston to Eastport . . . . .	International S. S. Co.
	Eastport to Calais . . . . .	Frontier S. B. Co.
	Return same route.	
<b>No. 4.</b>	<b>Campobello, N. B., and Return.</b>	<b>\$8.00</b>
	Boston to Eastport . . . . .	International S. S. Co.
	Eastport to Campobello . . . . .	Campobello S. B. Co.
	Return same route.	
<b>No. 5.</b>	<b>Charlottetown, P. E. I., and Return.</b>	<b>\$16 25</b>
	Boston to St. John . . . . .	International S. S. Co.
	St. John to Pt. Du Chene . . . . .	Intercolonial R'y.
	Pt. Du Chene to Summerside . . . . .	P. E. I. Steam Nav. Co.
	Summerside to Charlottetown . . . . .	P. E. I. R'y.
	Return same route.	
<b>No. 6.</b>	<b>Charlottetown, P. E. I., and Return.</b>	<b>\$19.00</b>
	Boston to St. John . . . . .	International S. S. Co.
	St. John to Pt. Du Chene . . . . .	Intercolonial R'y.
	Pt. Du Chene to Summerside . . . . .	P. E. I. Steam Nav. Co.
	Summerside to Charlottetown . . . . .	P. E. I. R'y.
	Charlottetown to Pictou . . . . .	P. E. I. Steam Nav. Co.
	Pictou to Halifax . . . . .	Intercolonial R'y.
	Halifax to Boston . . . . .	B., H. & P. E. I. S. S. Line.
<b>No. 7.</b>	<b>Cutler, Me., and Return.</b>	<b>\$7.50</b>
	Boston to Cutler . . . . .	International S. S. Co.
	Cutler to Boston . . . . .	International S. S. Co.
<b>No. 8.</b>	<b>Digby, N. S., and Return.</b>	<b>\$10.00</b>
	Boston to St. John . . . . .	International S. S. Co.
	St. John to Digby . . . . .	Bay of Fundy S. S. Co.
	Return same route.	
<b>No. 9.</b>	<b>Eastport, Me., and Return.</b>	<b>\$7.50</b>
	Boston to Eastport . . . . .	International S. S. Co.
	Eastport to Boston . . . . .	International S. S. Co.
<b>No. 10.</b>	<b>Fort Fairfield and Return.</b>	<b>\$15.05</b>
	Boston to St. John . . . . .	International S. S. Co.
	St. John to Fredericton . . . . .	Union Line Steamers.
	Fredericton to Ft. Fairfield . . . . .	New Brunswick R'y.
	Return same route.	
<b>No. 11.</b>	<b>Halifax and Return.</b>	<b>\$15.50</b>
	Boston to St. John . . . . .	International S. S. Co.
	St. John to Annapolis . . . . .	Bay of Fundy S. S. Co.
	Annapolis to Halifax . . . . .	Windsor & Annapolis R'y.
	Return same route.	
<b>No. 12.</b>	<b>Halifax and Return.</b>	<b>\$15.50</b>
	Boston to St. John . . . . .	International S. S. Co.
	St. John to Halifax . . . . .	Intercolonial R'y.
	Return same route.	

<b>No. 13.</b>	<b>Halifax and Return.</b>	<b>\$17.50</b>
Boston to Halifax <i>via</i> Excursion No. 12 and return <i>via</i> Excursion No. 13, or <i>vice versa</i> .		
<b>No. 14.</b>	<b>Halifax and Return.</b>	<b>\$15.50</b>
Boston to St. John . . . . .	International S. S. Co.	
St. John to Halifax . . . . .	Intercolonial R'y.	
Halifax to Boston . . . . .	B., H. & P. E. I. S. S. Line.	
<b>No. 15.</b>	<b>Halifax and Return.</b>	<b>\$17.50</b>
Boston to St. John . . . . .	International S. S. Co.	
St. John to Halifax . . . . .	Intercolonial R'y.	
Halifax to Annapolis . . . . .	Windsor & Annapolis R'y.	
Annapolis to Boston . . . . .	International S. S. Co.	
<b>No. 16.</b>	<b>Halifax and Return.</b>	<b>\$16.00</b>
Boston to Annapolis . . . . .	International S. S. Co.	
Annapolis to Halifax . . . . .	Windsor & Annapolis R'y.	
Halifax to Annapolis . . . . .	Windsor & Annapolis R'y.	
Annapolis to St. John . . . . .	Bay of Fundy S. S. Co.	
St. John to Boston . . . . .	International S. S. Co.	
<b>No. 17.</b>	<b>Halifax and Return.</b>	<b>\$17.50</b>
Boston to Annapolis . . . . .	International S. S. Co.	
Annapolis to Halifax . . . . .	Windsor & Annapolis R'y.	
Halifax to St. John . . . . .	Intercolonial R'y.	
St. John to Boston . . . . .	International S. S. Co.	
<b>No. 18.</b>	<b>Halifax and Return.</b>	<b>\$14.00</b>
Boston to Annapolis . . . . .	International S. S. Co.	
Annapolis to Halifax . . . . .	Windsor & Annapolis R'y.	
Halifax to Boston . . . . .	B., H. & P. E. I. S. S. Line.	
<b>No. 19.</b>	<b>Kentville and Return.</b>	<b>\$13.00</b>
Boston to St. John . . . . .	International S. S. Co.	
St. John to Annapolis . . . . .	Bay of Fundy S. S. Co.	
Annapolis to Kentville . . . . .	Windsor & Annapolis R'y.	
Return same route.		
<b>No. 20.</b>	<b>Montreal and Return.</b>	<b>\$14.00</b>
Boston to Portland . . . . .	International S. S. Co.	
Portland to Montreal . . . . .	Grand Trunk R'y.	
Return same route.		
<b>No. 21.</b>	<b>Montreal and Return.</b>	<b>\$26.50</b>
Boston to St. John . . . . .	International S. S. Co.	
St. John to Montreal . . . . .	Canadian Pacific Short Line.	
Montreal to Boston . . . . .	Can. Pac. R'y, <i>via</i> Newport.	
<b>No. 22.</b>	<b>Mulgrave and Return.</b>	<b>\$19.10</b>
Boston to St. John . . . . .	International S. S. Co.	
St. John to New Glasgow . . . . .	Intercolonial R'y.	
New Glasgow to Mulgrave . . . . .	Eastern Extension R'y.	
Return same route.		
<b>No. 23.</b>	<b>New Castle, N. B., and Return.</b>	<b>\$14.40</b>
Boston to St. John . . . . .	International S. S. Co.	
St. John to New Castle . . . . .	Intercolonial R'y.	
Return same route.		
<b>No. 24.</b>	<b>Pictou, N. S., and Return.</b>	<b>\$15.50</b>
Boston to St. John . . . . .	International S. S. Co.	
St. John to Truro . . . . .	Intercolonial R'y.	
Return same route.		
<b>No. 25.</b>	<b>Portland, Me., and Return.</b>	<b>\$2.00</b>
Boston to Portland . . . . .	International S. S. Co.	
Portland to Boston . . . . .	International S. S. Co.	
<b>No. 26.</b>	<b>Portland, Me., and Return.</b>	<b>\$4.00</b>
Boston to Portland . . . . .	International S. S. Co.	
Portland to Boston . . . . .	Boston & Maine R. R.	
If limited ticket, \$3.50.		

- No. 27. Sydney, C. B., and Return. \$24.10**  
 Boston to St. John . . . . . International S. S. Co.  
 St. John to New Glasgow . . . . . Intercolonial R'y.  
 New Glasgow to Mulgrave . . . . . Eastern Extension R'y.  
 Mulgrave to Sydney . . . . . Bras d'Or Lake S. S. Co.  
 Return same route.
- No. 28. St. John, N. B., and Return. \$10.50**  
 Boston to Annapolis . . . . . International S. S. Co.  
 Annapolis to St. John . . . . . Bay of Fundy S. S. Co.  
 St. John to Boston . . . . . International S. S. Co.  
 Or *vice versa*.
- No. 29. St. John, N. B., and Return. \$12.00**  
 Boston to Eastport . . . . . International S. S. Co.  
 Eastport to Calais . . . . . Frontier S. B. Co.  
 Calais to St. John . . . . . Grand Southern R'y.  
 Return same route.
- No. 30. Summerside, P. E. I., and Return. \$14.00**  
 Boston to St. John . . . . . International S. S. Co.  
 St. John to Pt. Du Chene . . . . . Intercolonial R'y.  
 Pt. Du Chene to Summerside . . . . . P. E. I. Steam Nav. Co.  
 Return same route.
- No. 31. Summerside, P. E. I., and Return. \$23.77**  
 Boston to Annapolis . . . . . International S. S. Co.  
 Annapolis to Halifax . . . . . Windsor & Annapolis R'y.  
 Halifax to Pictou . . . . . Intercolonial R'y.  
 Pictou to Charlottetown . . . . . P. E. I. Steam Nav. Co.  
 Charlottetown to Summerside . . . . . P. E. I. R'y.  
 Return same route.
- No. 32. Truro, N. S., and Return. \$15.50**  
 Boston to St. John . . . . . International S. S. Co.  
 St. John to Truro . . . . . Intercolonial R'y.  
 Return same route.
- No. 33. Three Provinces Excursion. \$22.10**  
 Boston to St. John . . . . . International S. S. Co.  
 St. John to Annapolis . . . . . Bay of Fundy S. S. Co.  
 Annapolis to Halifax . . . . . Windsor & Annapolis R'y.  
 Halifax to Pictou . . . . . Intercolonial R'y.  
 Pictou to Charlottetown . . . . . P. E. I. Steam Nav. Co.  
 Charlottetown to Summerside . . . . . P. E. I. R'y.  
 Summerside to Pt. Du Chene . . . . . P. E. I. Steam Nav. Co.  
 Pt. Du Chene to St. John . . . . . Intercolonial R'y.  
 St. John to Boston . . . . . International S. S. Co.  
 This tour may be reversed, at same rate, if desired.
- No. 34. Windsor and Return. \$14.00**  
 Boston to St. John . . . . . International S. S. Co.  
 St. John to Annapolis . . . . . Bay of Fundy S. S. Co.  
 Annapolis to Windsor . . . . . Windsor & Annapolis R'y.  
 Return same route.
- No. 35. Yarmouth, N. S., and Return. \$12.75**  
 Boston to St. John . . . . . International S. S. Co.  
 St. John to Digby . . . . . Bay of Fundy S. S. Co.  
 Digby to Yarmouth . . . . . Western Counties R'y.  
 Return same route.
- No. 36. Yarmouth, N. S., and Return. \$9.00**  
 Boston to Digby . . . . . International S. S. Co.  
 Digby to Yarmouth . . . . . Western Counties R'y.  
 Return same route.
- No. 37. Yarmouth, N. S., and Return. \$10.00**  
 Boston to Digby . . . . . International S. S. Co.  
 Digby to Yarmouth . . . . . Western Counties R'  
 Yarmouth to Boston . . . . . Yarmouth S. S. Co.

## BOSTON AND PORTLAND BY DAYLIGHT.

RATES.		ONE WAY.	RETURN.
Boston to	Portland, Me.	\$1.00	\$2.00
"	" Auburn, "	2.00	.....
"	" Augusta, "	3.00	.....
"	" Bangor, "	5.25	.....
"	" Bath, "	2.25	.....
"	" Bar Harbor, "	4.50	8.00
"	" Belfast, "	5.00	.....
"	" Brunswick, "	2.00	.....
"	" Crawford House, N.H.	4.25	7.00
"	" Fabyan's, N.H.	4.50	7.00
"	" Farmington, Me.	3.75	.....
"	" Glen House, N.H. .... (via P. & O.)	5.85	10.00
"	" " " " " (via G.T.Ry.)	5.95	10.75
"	" Gorham, N.H.	4.50	7.00
"	" Gardiner, Me.	2.75	.....
"	" Hallowell, "	2.90	.....
"	" Lewiston, "	2.00	.....
"	" Montreal, P.Q. .... (via P. & O. R.R.)	8.50	14.50
"	" " " " " (via G. T. Ry.)	8.50	14.00
"	" North Conway, N.H.	3.20	5.60
"	" Old Orchard, "	1.35	2.50
"	" Poland Springs, Me.	2.75	4.60
"	" Skowhegan, Me.	4.50	.....
"	" Waterville, "	3.75	.....

## SIDE TRIPS IN THE PROVINCES.

These Side-Trip tickets may be purchased and used with any of the regular issue of tickets.


Moncton, N.B., to New Castle, N.B., and Return, <i>via</i> Intercolonial Railway .....	\$3.51
Moncton, N.B., to Campbellton and Return, <i>via</i> Intercolonial Railway .....	6.78
Moncton, N.B., to Point Levi, Quebec, and Return, <i>via</i> Intercolonial Railway .....	16.05
Moncton, N.B., to Chatham, N.B., and Return, <i>via</i> Intercolonial Railway .....	3.69
Moncton, N.B., to Point du Chene and Return, <i>via</i> Intercolonial Railway .....	.86
Moncton, N.B., to Summerside, P.E.I., and Return, <i>via</i> Intercolonial Railway to Point du Chene, thence P.E.I. Nav. Co. to Summerside. Returning same route .....	3.11
Truro, N.S., to New Glasgow, N.S., and Return, <i>via</i> Intercolonial Railway .....	1.94
Truro, N.S., to Pictou, N.S., and Return, <i>via</i> Intercolonial Railway .....	2.43
Truro, N.S., to Charlottetown, P.E.I., and Return, <i>via</i> Intercolonial Railway to Pictou, thence P.E.I. Nav. Co. to Charlottetown. Returning same route .....	4.68
Truro, N.S., to Halifax, N.S., and Return, <i>via</i> Intercolonial Railway .....	2.79
New Glasgow, N.S., to Pictou, N.S., and Return, <i>via</i> Intercolonial Railway .....	.77
Halifax, N.S., to Windsor Junction, N.S., and Return, <i>via</i> Intercolonial Railway .....	.63
Halifax, N.S., to New Glasgow, N.S., and Return, <i>via</i> Intercolonial Railway .....	4.50
Halifax, N.S., to Pictou, N.S., and Return, <i>via</i> Intercolonial Railway .....	4.86

## PASSENGER FARES

BY WAY OF

BOSTON AND NOVA SCOTIA  
DIRECT LINE.

BETWEEN BOSTON AND	UNLIMITED	LIMITED.	RETURN.
ANNAPOLIS.....N. S.	\$5.00	.....	\$8.00
DIGBY....."	4.50	.....	7.50
Avonport .....	6.70	.....	11.60
Aylesford .....	5.80	.....	10.10
Barrington .....	.....	\$7.00	.....
Beaver Bank .....	7.85	6.95	13.50
Bedford .....	8.00	7.00	14.00
Berwick .....	5.95	.....	10.35
Bridgetown .....	5.00	.....	9.00
Caledonia....."	7.00	6.00	.....
Cambridge .....	6.10	.....	10.60
Coldbrook .....	6.15	.....	10.75
Ellershouse .....	7.30	6.75	12.65
Falmouth .....	6.75	.....	12.00
Grand Pré .....	6.50	.....	11.45
Halifax .....	8.00	7.00	14.00
Hantsport .....	6.75	.....	11.85
Horton Landing....."	6.50	.....	11.50
Kentville .....	6.25	.....	11.00
Kingston .....	5.55	.....	9.75
Lawrencetown....."	5.20	.....	9.25
Liverpool .....	8.50	7.00	.....
Meteghan .....	6.25	5.00	.....
Middleton .....	5.35	.....	9.50
Mount Uniacke....."	7.60	6.95	13.15
Newport....."	7.20	6.75	12.50
Paradise .....	5.10	.....	9.10
Port Williams....."	6.45	.....	11.20
Pubnico .....	.....	6.50	.....
Round Hill .....	5.00	.....	8.75
Shelburne....."	.....	8.00	.....
Waterville .....	6.00	.....	10.50
Weymouth....."	.....	5.00	.....
Wilmot .....	5.45	.....	9.55
Windsor .....	7.05	6.50	12.00
Windsor Junction....."	8.00	7.00	13.50
Wolfville .....	6.50	.....	11.30
Yarmouth .....	.....	5.00	9.00

 Fares by this Line are \$1.00 less than any other route  
to the Annapolis Valley.



# SUMMER TOURS


BY

## BOSTON AND ANNAPOLIS DIRECT LINE.

- No. 38. Annapolis and Return. \$8.00**  
Boston to Annapolis, *via* International Steamship Company direct; return same route.
- No. 39. Baddeck, C. B., and Return. \$25.60**  
Same route, going and returning, as No. 12.
- No. 40. Caledonia and Return. \$13.00**  
Boston to Annapolis by International Steamship Company; Annapolis to Caledonia by Stailing's Coaches; return same route.
- No. 41. Digby and Return. \$7.50**  
Boston to Digby direct, by International Steamship Company; return same route.
- No. 42. Halifax and Return. \$14.00**  
*VIA ANNAPOLIS.*  
Boston to Annapolis by International Steamship Company; Annapolis to Halifax by Windsor & Annapolis Railway; return same route.
- No. 43. Halifax, *via* Annapolis. \$16.50**  
*RETURN VIA ST. JOHN.*  
Boston to Annapolis by International Steamship Company; Annapolis to Halifax by Windsor & Annapolis Railway; Halifax to Annapolis by Windsor & Annapolis Railway; Annapolis to St. John by Nova Scotia Steamship Company's steamers; St. John to Boston by International line of steamers, *via* Eastport and Portland.
- No. 44. Halifax, *via* Annapolis. \$17.50**  
*RETURN VIA ST. JOHN.*  
Boston to Annapolis by International Steamship Company; Annapolis to Halifax by Windsor & Annapolis Railway; Halifax to St. John by Intercolonial Railway; St. John to Boston by International line of steamers, *via* Eastport and Portland.
- No. 45. Halifax, *via* Annapolis. Rate from Boston, \$13.50.**  
*RETURN VIA "OUTSIDE LINE."*  
Boston to Annapolis direct, by International Steamship Company's steamers; Annapolis to Halifax by rail; return by steamer, Halifax direct to Boston.
- No. 46. Kentville and Return. \$11.00**  
Boston to Annapolis by International Steamship Company; Annapolis to Kentville by Windsor & Annapolis Railway; return same route.
- No. 47. Summerside, P.E.I., and Return. \$23.27**  
*VIA ANNAPOLIS.*  
Boston to Annapolis by International Steamship Company; Annapolis to Halifax by Windsor & Annapolis Railway; Halifax to Pictou by Intercolonial Railway; Pictou to Charlottetown by Prince Edward Island Navigation Company's steamer; Charlottetown to Summerside by Prince Edward Island Railway; return same route.
- No. 48. St. John and Return. \$10.50**  
*VIA ANNAPOLIS.*  
Boston to Annapolis by International Steamship Company; Annapolis to St. John by Nova Scotia Steamship Company; St. John to Boston by International Steamship Company.
- No. 49. Sydney, C. B., and Return. \$27.10**  
Boston to Annapolis by International Steamship Company; Annapolis to Halifax by Windsor & Annapolis Railway; Halifax to New Glasgow by Intercolonial Railway; New Glasgow to Strait of Canso by Eastern Extension Railway; Strait of Canso to Sydney by Bras d'Or Lake Navigation Company; return same route.
- No. 50. Windsor and Return. \$12.00**  
Boston to Annapolis by International Steamship Company; Annapolis to Windsor by Windsor & Annapolis Railway; return same route.
- No. 51. Yarmouth Excursion. \$9.00**  
Boston to Yarmouth, *via* International Steamship Company and Western Counties Railway; return same route.

# WHITE MOUNTAINS.

## VIA OCEAN DAY-ROUTE, BOSTON TO PORTLAND.

 Coupons reading between Boston and Portland by International Steamship Co., in either direction, will be accepted by Portland Steam Packet Co. The steamers of the "International Line" have no specified hour of leaving Portland for Boston, but usually leave between 3 and 5 A. M.

### No. 52. Bethlehem, N. H., and Return.

Boston to Portland . . . . .	International S. S. Co.
Portland to Fabyan's . . . . .	Me. Cent. R. R. (Wht. Mt. Div.)
Fabyan's to Bethlehem Junction . . . .	Boston & Maine R.R. (Lowell Div.)
Bethlehem Junction to Bethlehem . . .	Profile & Franconia Notch R.R.
Return same route.	Rate from Boston, \$9.10

### No. 53. Crawford House, N. H., and Return.

Boston to Portland . . . . .	International S. S. Co.
Portland to Crawford House . . . . .	Me. Cent. R. R. (Wht. Mt. Div.)
Return same route.	Rate from Boston, \$6.85

### No. 54. Fabyan's, N. H., and Return.

Boston to Portland . . . . .	International S. S. Co.
Portland to Fabyan's . . . . .	Me. Cent. R. R. (Wht. Mt. Div.)
Return same route.	Rate from Boston, \$7.10

### No. 55. Fryeburg, Me., and Return.

Boston to Portland . . . . .	International S. S. Co.
Portland to Fryeburg . . . . .	Me. Cent. R. R. (Wht. Mt. Div.)
Return same route.	Rate from Boston, \$5.10

### No. 56. Glen House, N. H., and Return.

Boston to Portland . . . . .	International S. S. Co.
Portland to Glen Station . . . . .	Me. Cent. R. R. (Wht. Mt. Div.)
Glen Station to Glen House . . . . .	Glen Stage Line.
Return same route.	Rate from Boston, \$10.00

### No. 57. Glen House, N. H., *via* Glen Station; Return *via* Gorham.

Boston to Portland . . . . .	International S. S. Co.
Portland to Glen Station . . . . .	Me. Cent. R. R. (Wht. Mt. Div.)
Glen Station to Glen House . . . . .	Glen Stage Line.
Glen House to Gorham . . . . .	Glen Stage Line.
Gorham to Portland . . . . .	Grand Trunk Railway.
Portland to Boston . . . . .	International S. S. Co.
	Rate from Boston, \$11.05

### No. 58. Glen House, N. H., *via* Gorham; Return *via* Glen Station.

Boston to Portland . . . . .	International S. S. Co.
Portland to Gorham . . . . .	Grand Trunk Railway.
Gorham to Glen House, . . . . .	Glen Stage Line.
Glen House to Glen Station . . . . .	Glen Stage Line.
Glen Station to Portland . . . . .	Me. Cent. R. R. (Wht. Mt. Div.)
Portland to Boston . . . . .	International S. S. Co.
	Rate from Boston, \$11.05

**No. 59. Mount Washington, N. H., and Return.**

Boston to Portland . . . . .	International S. S. Co.
Portland to Fabyan's . . . . .	Me. Cent. R. R. (Wht. Mt. Div.)
Fabyan's to Base . . . . .	Boston & Maine R.R. (Lowell Div.)
Base to Summit . . . . .	Mount Washington Railway.
Return same route.	
Rate from Boston, \$13.10	

**No. 60. Mount Washington, N. H., via Fabyan's;  
Return via Glen House and Gorham.**

Boston to Portland . . . . .	International S. S. Co.
Portland to Fabyan's . . . . .	Me. Cent. R. R. (Wht. Mt. Div.)
Fabyan's to Base . . . . .	Boston & Maine R.R. (Lowell Div.)
Base to Summit . . . . .	Mount Washington Railway.
Summit to Glen House . . . . .	Glen Stage Line.
Glen House to Gorham . . . . .	Glen Stage Line.
Gorham to Portland . . . . .	Grand Trunk Railway.
Portland to Boston . . . . .	International S. S. Co.
Rate from Boston, \$14.30	

**No. 61. North Conway, N. H., and Return.**

Boston to Portland . . . . .	International S. S. Co.
Portland to North Conway . . . . .	Me. Cent. R. R. (Wht. Mt. Div.)
Return same route.	
Rate from Boston, \$5.60	

**No. 62. North Conway, N.H., via M. C. R.R. (Wht. Mt. Div.)  
Return via B. & M. R. R. (Eastern Div.)**

Boston to Portland . . . . .	International S. S. Co.
Portland to North Conway . . . . .	Me. Cent. R. R. (Wht. Mt. Div.)
North Conway to Boston . . . . .	Boston & Maine R. R.
Rate from Boston, \$10.00	

**No. 63. Montreal, Can., and Return.**

Boston to Portland . . . . .	International S. S. Co.
Portland to Lunenburg . . . . .	Me. Cent. R. R. (Wht. Mt. Div.)
Lunenburg to St. Johnsbury . . . . .	Boston & Maine R.R. (Lowell Div.)
St. Johnsbury to Newport . . . . .	Boston & Maine R.R. (Lowell Div.)
Newport to Montreal . . . . .	Canadian Pacific Railway.
Return same route.	
Rate from Boston, \$14.00	

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## SIDE TRIPS.

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**Fabyan's to Profile House.**

Fabyan's to Bethlehem Junction . . . . .	Boston & Maine R.R. (Lowell Div.)
Bethlehem Junction to Profile House . . . . .	Profile & Franconia Notch R.R.
Return same route.	
Rate from Fabyan's, \$4.00	

**Fabyan's to Mount Washington and Return.**

Fabyan's to Base . . . . .	Boston & Maine R.R. (Lowell Div.)
Base to Summit . . . . .	Mount Washington Railway.
Return same route.	
Rate from Fabyan's, \$6.00	

# CONNECTING LINES EAST OF BOSTON.

## SPECIAL NOTICE.

The time-tables given below are substantially correct at the time this book goes to press. Slight changes may, however, occur when the Summer Arrangements of the lines take effect, and passengers are respectfully referred to the official publications of the several lines, also to the Pathfinder Railway Guide, published at Boston monthly, and to the Travelers' Official Railway Guide, published monthly at New York, which contain time-tables of all lines in the United States and Canadas.

**BOSTON & MAINE RAILROAD.**—Trains leaving Boston at 12.30 p.m. (Eastern Division) and 1 p.m. (Western Division) connect with the steamers of the International Steamship Co. at Portland. Trains for Boston leave Portland (Western Division) at 6.30 and 8.45 a.m., 12.45 and 3.30 p.m., and (on the Eastern Division) at 2.00 and 9.00 a.m., 1.00 and 6.00 p.m.

### WESTERN DIVISION LOCAL TRAINS, FROM PORTLAND.

For Old Orchard Beach, Saco, Biddeford, and intermediate stations, 6.30, 8.45 and 10.25 a.m., 3.30 and 6.15 p.m. For Kennebunk, 6.30, 8.45 a.m., 12.45, 3.30 and 6.15 p.m. For Wells Beach, 6.30, 8.45 a.m., and 3.30 p.m. For North Berwick, Great Falls, and Dover, 6.30, 8.45 a.m., 12.45 and 3.30 p.m. For Exeter, Haverhill, Lawrence, and Lowell, 6.30, 8.45 a.m., and 3.30 p.m. For Rochester, Farmington, Alton Bay, and Wolfboro', 8.45 a.m., 12.45 and 3.30 p.m. For Manchester and Concord (*via* Lawrence), 8.45 a.m. For Manchester and Concord (New Market Junction), 6.30 a.m. and 3.30 p.m.

### EASTERN DIVISION TRAINS.

Leave Portland at 2.00 a.m. for Boston (night Pullman), stopping at Biddeford, Kittery, Portsmouth, Newburyport, Ipswich, Salem, Lynn, Chelsea, and Somerville.  
 Leave Portland for Boston and important way-stations at 9.00 a.m.  
 Leave Portland 1.00 p.m. for Boston, stopping at way-stations to Portsmouth.  
 Leave Portland 3.25 p.m. for Cape Elizabeth.  
 Leave Portland at 6 p.m. (express for Boston), stopping only at principal points.

Branch trains leave Commercial-Street Station, at the head of International Steamship Co.'s dock, for Scarboro' Crossing, connecting with principal local and through trains from Union Station.

**BOOTHBAY, MOUSE AND SQUIRREL ISLANDS.**—(Twenty-five miles.) (Eastern Steamboat Co.) Steamers leave Bath, Me., daily (except Sunday), after arrival of noon trains of Maine Central Railroad from Portland.

**BAY OF FUNDY STEAMSHIP CO.**—(Sixty miles.) (St. John, Digby, and Annapolis, Nova Scotia Line.) Steamers, during June, July, August, and September, leave St. John every week-day (except Tuesday) at 7.45 a.m. local St. John time, for Digby and Annapolis, N.S., connecting at these points for all parts of western Nova Scotia. Returning, leave Annapolis and Digby same afternoons, arriving at St. John about 7 p.m.

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**BAY DE CHALEUR, N.B.**—Steamer "Admiral" leaves Dalhousie (north shore of N.B.) every Wednesday and Saturday morning for Gaspe, N.B., calling at intermediate ports. Returning, leaves Gaspe Monday and Thursday mornings.

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**CAMPOBELLO STEAMBOAT CO.**—(One and one-half miles.) Steamer for the Island of Campobello leaves Eastport at frequent intervals during the day.

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**CANADIAN PACIFIC SHORT LINE**, between St. John and Montreal, will be opened early in June.

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**CAPE BRETON STEAMER LINE.**—(Eighty miles.) (Bras d'Or Lake Steam Navigation Co.) After commencement of the Summer time-table of the Intercolonial Railway, steamers leave Mulgrave (Eastern terminus Intercolonial Railway) every Tuesday, Thursday, and Saturday, on arrival of express train from St. John, for Sydney, passing through Lennox Passage and St. Peter's Canal, for Grand Narrows, Baddeck and Boularderie Island in Bras d'Or Lakes. Returning, leave Sydney (calling at above places) Mondays, Wednesdays, and Fridays, for Mulgrave, connecting with express for St. John and all points west.

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**FRONTIER STEAMBOAT CO.**—(Thirty miles.) (Eastport, St. Andrews, Robbinston, Calais—opp. St. Stephen.) Steamer "Rose Standish" runs in regular connection with the steamers of the International Steamship Co. to and from Eastport, performing a daily service on the St. Croix River.

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**GRAND TRUNK RAILWAY.**—For Auburn and Lewiston, 7.10, 9.00 a.m., 12.45 and 5.15 p.m. For Gorham, N.H., 9.00 a.m., 1.30 and 5.15 p.m. For Montreal and Chicago, 9.00 a.m. and 1.30 p.m. For Quebec, 1.30 p.m. For Buckfield and Canton, 9.00 a.m. and 1.30 p.m.

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**GRAND SOUTHERN RAILWAY.**—(Between St. John, St. George, and St. Stephen, N.B.) Trains leave Carleton (ferry from St. John) daily (Sundays excepted) at 7.45 a.m.

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**GLEN HOUSE STAGE LINE.**—Stages leave Glen Station, Maine Central Railroad (White Mountains Division), after arrival of morning trains from Portland, for Glen House; also leave Gorham, N.H., (Grand Trunk Railway) on arrival of 1.00 p.m. train from Portland.



**INTERCOLONIAL RAILWAY.**—Trains of this road leave St. John morning and evening for Moncton, Campbellton, Amherst, Truro, Halifax, and all important stations on main line both north and south of Moncton. For hours of leaving, see official time-cards. (At the time of this book going to press, a fast train is being considered between St. John and Halifax, to leave former place about 2.30 p.m., arriving at Halifax same night.)

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**LUBEC AND EASTPORT FERRY.**—(Three miles.) Ferry steamers leave Eastport for Lubec at frequent intervals day and evening.

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**LUBEC AND MACHIAS STAGE.**—(Twenty-eight miles.) Leaves Lubec daily for Machias. Returning, leaves Machias daily for Lubec.

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**MAINE CENTRAL RAILWAY.**—Trains leave Portland as follows:—

For Auburn and Lewiston, 8.45 a.m., 1.15 and 5.05 p.m. Lewiston, *via* Brunswick, 6.50, 10.30 a.m., 1.20, 5.10 and ‡11.20 p.m. For Bath, 6.50, 10.30 a.m., 1.20 and 5.10 p.m., and on Saturdays only at 11.20 p.m. Rockland and Knox & Lincoln Railroad, 6.50 a.m., and 1.20 p.m. Brunswick, Gardiner, Hallowell, and Augusta, 6.50 and 10.30 a.m., 1.20, 5.10 and ‡11.20 p.m. Farmington, *via* Lewiston, 8.45 a.m. and 1.15 p.m.; *via* Brunswick, 1.20 p.m. Monmouth, Winthrop, Lake Maranacook, Readfield, Oakland, and North Anson, 1.15 p.m. Waterville and Skowhegan, *via* Lewiston, 1.15 p.m.; *via* Augusta, 6.50, 10.30 a.m., 1.20 and ‡11.20 p.m., and on Saturdays to Waterville at 5.10 p.m. Belfast and Dexter, 1.15, 1.20, ‡11.20 p.m. Bangor, *via* Lewiston, 1.15 p.m.; *via* Augusta, 6.50, 10.30 a.m., 1.20, ‡11.20 p.m. Bangor and Piscataquis Railroad, ‡11.20 p.m. Ellsworth and Mt. Desert Ferry, 10.30 a.m., 1.20, ‡11.20 p.m. Bar Harbor, 1.20, 11.20 p.m. Vanceboro', St. Stephen (Calais), Aroostook County, St. John, Halifax, and the Provinces, 1.15, 1.20, ‡11.20 p.m.

‡ Night express, with sleeping-car attached, runs every night, Sundays included, through to Bangor, but not to Skowhegan Monday mornings, or to Belfast and Dexter, or beyond Bangor, Sunday mornings.

**WHITE MOUNTAINS LINE.**—For Cumberland Mills, 8.40, 10.10 a.m., 2.15, 3.15, 6.15 p.m. For Sebago Lake, 8.40, 10.10 a.m., 2.15, 6.15 p.m. For Bridgton, Fryeburg, North Conway, Glen Station, Crawford's, and Fabyan's and Montreal, 8.40 a.m. Bridgton, Fryeburg, North Conway, and Bartlett, 2.15 p.m.

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**MINAS BASIN ROUTE.**—(St. John to Parrsboro', Kingsport, Wolfville, Hantsport and Windsor.) Steamer leaves St. John every Thursday at 6 p.m.; also calls at Maitland every other Thursday.

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**NEW BRUNSWICK RAILWAY.**—(St. John to Fredericton, Grand Falls, Vanceboro', St. Stephen, St. Andrews, etc.) Trains leave St. John for Fredericton, St. Stephen, St. Andrews, Houlton, Bangor, etc., at 6.10 and 8.55 a.m. For Fredericton at 4.45 p.m. For St. Stephen, St. Andrews, Houlton, Bangor, etc., at 8.30 p.m.

**PORTLAND AND NEW YORK LINE.**—(Three hundred and forty miles.) (Maine Steamship Co.) Steamers leave Portland for New York, calling at Martha's Vineyard, every Wednesday and Saturday at 6 p.m.

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**PORTLAND, MT. DESERT AND MACHIAS LINE.**—(One hundred and sixty miles.) Steamer leaves Portland at 11.00 p.m., Tuesdays and Fridays, for Rockland, Bar Harbor, and Machiasport, calling at intermediate points. Returning, leaves Machiasport, Bar Harbor, etc., Mondays and Thursdays.

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**PORTLAND AND BOOTHBAY LINE.**—Steamer leaves Portland Tuesdays and Saturdays at 8.00 a.m., for Squirrel Island, Boothbay, Heron Island, South Bristol, and East Boothbay, and for Pemaquid every Thursday at 8.00 a.m. Returning, leaves Boothbay every Monday and Thursday at 8.00 a.m., for Portland and intermediate points. Also leaves Pemaquid for Portland Fridays at 7.00 a.m.

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**PORTLAND AND BOSTON STEAMERS.**—(One hundred and ten miles.) (Portland Steam Packet Co.) Leave Portland at 7.00 p.m. daily. Returning, leave Boston at 7.00 p.m. daily. During summer season, special Sunday-evening trips are made in both directions.

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**PORTLAND & ROCHESTER RAILROAD.**—Trains leave Portland as follows:— For Worcester, Clinton, Ayer Junction, Nashua, Windham and Epping at 7.30 a.m. and 12.30 p.m. For Manchester, Concord, and points north at 12.30 p.m. For Rochester, Springvale, Alfred, Waterboro', and Saco River at 7.30 a.m., 12.30 and 5.30 p.m. For Gorham at 7.30 a.m., 12.30, 3.00, 5.30, and 6.20 p.m. For Saccarappa, Cumberland Mills, Westbrook Junction, and Woodford's at 7.30 and 10.00 a.m., 12.30, 3.00, 5.30 and 6.20 p.m.

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**PRINCE EDWARD ISLAND STEAM NAVIGATION CO.**—Steamer leaves Point du Chene about 2.00 p.m. daily, except Sundays, for Summerside. Returning, leaves Summerside about 8.00. Leaves Pictou, Monday, Wednesday, Friday and Saturday about 1.00 p.m., for Charlottetown. Returning, leaves Charlottetown, Monday, Wednesday, Thursday and Saturday, about 7.00 a.m.

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**UNION LINE STEAMER** leaves St. John at 9.00 a.m. week-days. Returning, leaves Fredericton 8.00 a.m. week-days.

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**WINDSOR & ANNAPOLIS RAILWAY.**—Trains leave Annapolis as follows:— 1.40 p.m. daily (except Sunday), for all points between Annapolis and Halifax; also at 6.00 a.m. Tuesdays, Thursdays, and Saturdays (mixed train).

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**WESTERN COUNTIES RAILWAY.**—(Between Digby and Yarmouth, N.S.) Trains leave Digby for Weymouth, Meteghan, and Yarmouth at 3.30 p.m. daily (Sundays excepted). Returning, leave Yarmouth at 7.15 a.m.

# CONNECTING LINES SOUTH and WEST FROM BOSTON.

## THROUGH TRAINS.

SUBJECT TO CHANGE.

### Boston & Maine Railroad — Eastern Division.

For PORTLAND — 7.30 and 9.00 a.m., 12.30 \*7.00 p.m.

" WHITE MOUNTAINS — 7.30 a.m., 12.30 p.m.

### Boston & Maine Railroad — Western Division.

For PORTLAND — 7.30 and 8.30 a.m., 1.00 and 3.45 p.m.

### Boston & Maine Railroad — Lowell Division.

For MONTREAL, P.Q. — *via* Central Vermont Railroad — 8.30 a.m., 1.00 and \*7.00 p.m.

" MONTREAL, P.Q. — *via* Canadian Pacific Railway — 9.00 a.m., \*7.00 p.m.

" WHITE MOUNTAINS — 9 a.m.

### Boston & Maine Railroad — Central Mass. Division.

For HUDSON, WARE, and NORTHAMPTON — 7.45 a.m., 1.30 p.m.

### Boston & Albany Railroad.

For NEW YORK — 5.00, 9.00, and 11.00 a.m., \*4.00 and \*11.00 p.m.

" ALBANY — 5.00, 8.30, and 11.00 a.m., \*3.00, \*7.00, and 10.30 p.m.

" THE WEST — 8.30 a.m., \*3.00, and \*7.00 p.m.

### Fitchburg Railroad — Hoosac Tunnel Route.

For MONTREAL, P.Q. — *via* Central Vermont Railroad — 8.00 and 11.30 a.m.

" TROY, N.Y. — 6.30, 8.30, and 11.30 a.m., \*3.00, 7.00, and 11.00 p.m.

" THE WEST — 8.30 and 11.30 a.m., \*3.00 and 7.00 p.m.

### New York & New England Railroad.

For NEW YORK — 8.30 a.m., 12.00 noon, \*3.00 and 3.30 p.m.

" PHILADELPHIA, BALTIMORE, and WASHINGTON — \*6.00 p.m.

" NEW YORK — *via* Sound Steamer — 6.00 p.m.

### Old Colony Railroad.

For NEW YORK — *via* Fall River Line — 6.00 p.m. Sunday, 7.00 p.m.

" " " — *via* Shore Line, all rail — 11.00 a.m., 1.00, 5.00, and 11.30 p.m.

" " " — *via* Providence Line — Opens in June.

" " " — *via* Stonington Line — 6.30 p.m.

\* Sundays included.

# LIST OF HOTELS.

☞ This list of hotels and rates is obtained from reliable sources, and is, in the main, correct; this Company, however, do not guarantee the same or hold themselves responsible for errors or omissions that may have been made.

CITY OR TOWN.	NAME OF HOTEL.	PROPRIETOR.	ROOMS	RATE PER DAY.	RATE PER WEEK.
Amherst, N. S.	Lainy Hotel....	Geo. Davis.....	60	\$1.50	Special.
	Terrace Hotel...	N. C. Calhoun....	40	1.50	"
	Amherst Hotel...	Geo. McFarlane....	75	1.00	"
Annapolis, N.S.	Clifton House...	Wm. McLelland...	34	1.50	\$5.00 to \$7.00
	American House.	Mrs. J. H. McLeod	25	1.50	5.00 to 7.00
	Commercial Hou.	Mrs. J. H. Salter..	22	1.50	4.00 to 6.00
Arichat, C.B...	Seaview House..	Mrs. S. A. Bosdet..	...	Special.	Special.
Auburn, Me. ...	Elm House.....	Dunham & Andrews	52	2.00	.....
	Revere House...	Mrs. S. P. Ryerson	28	2.00	Special.
Aylesford, N. S.	Aylesford House.	M. N. Graves.....	17	1.00	4.00
	.....	Mrs. Corbin.....	6	1.00	3.50
Baddeck, C.B. ...	Telegraph House	Mrs. Dunlop.....	22	1.00 to 2.00	8.00 to 12.00
	Bras d' Or House	Alex. Anderson....	32	1.50 to 2.00	7.00 to 10.00
	Loch Rae House	Mrs. McLeod.....	9	1.50 to 2.00	6.00 to 8.00
	McLean House..	M. McLean.....	13	1.00 to 1.50	5.00 to 6.00
Berwick, N.S. ...	French Villa....	Mrs. Vaughan.....	12	1.00	4.00
Bridgetown, N.S.	Grand Central...	W. I. Glencross...	22	1.50	Special.
	Revere House...	Mrs. Russell.....	12	1.50	"
Bethlehem, N.H.	Maplewood Hotel	Ainslie & M'Gilvray	400	4.50	"
	Maplewood Cot'ge	C. B. Goodwin ....	100	3.00	10.00 to 18.00
	Sinclair House .	Durgin & Fox.....	350	3.50	17.50 to 24.50
	Centennial House	H. W. Wilder.....	50	2.00	8.00 to 12.00
	Alpine House....	C. H. Clark.....	65	.....	9.00 to 17.00
	Highland House	J. H. Clark.....	100	2.50 to 3.00	18.00 to 30.00
	Bellevue House..	D. S. Phillips.....	90	1.50 to 2.00	7.00 to 10.00
	Prospect House..	Mrs. G. W. Phillips	85	2.00	7.00 to 10.00
	Strawberry Hill..	J. K. Barrett.....	100	2.50	10.00 to 16.00
	Broadview .....	G. L. Gilmore.....	40	.....	7.00 to 12.00
	The Uplands ....	F. H. Abbott .....	60	2.50	8.00 to 15.00
	Howard House...	F. E. Derbyshire..	60	2.00	10.00 to 12.00
	Ranlet House ...	D. W. Ranlet.....	100	3.00	18.00 to 25.00
	Mt. Wash'n House	C. L. Bartlett ....	60	2.50	10.00 to 14.00
	Mt. Agassiz House	H. Nye.....	65	2.00	8.00 to 12.00
	Blandin House ..	A. W. Blandin....	40	2.00	7.00 to 10.00
	Hillside House ..	C. F. Davis.....	50	2.00	8.00 to 14.00
	Avenue House ..	J. M. Hopkins....	60	2.50	8.00 to 15.00
	Turner House...	J. N. Turner.....	75	2.00	8.00 to 15.00
Bridgton, Me. ...	Bridgton House..	M. L. Mason .....	60	2.00	7.00 to 10.00
	Cumberland Hou.	Bacon Sisters .....	50	2.00	7.00 to 10.00
	Ridge Cottage...	W. G. Kimball....	20	.....	5.00 to 6.00
	Highland Lake ..	R. A. Dodge.....	25	.....	6.00 to 7.00
Bathurst, N.B...	Keary House....	T. F. Keary .....	30	1.50	7.00
	Carter's .....	J. T. Carter.....	15	1.00	5.00
	Albert House....	Mrs. Grant .....	15	1.00	4.00
Calais, Me.....	Border City Hotel	D. M. Gardner....	40	2.00	Special.
	St. Croix Exch...	J. K. Duran .....	50	2.00	"
Campbellton, N B	West's Hotel ....	W. West.....	35	1.50	6.00
	Revere House...	D. Desmond.....	18	1.50	7.00
	Intercolonial ...	D. O'Keefe .....	20	1.00	5.00
	O'Keefe's .....	H. O'Keefe .....	24	1.00	5.00
Campobello, N.B.	Tyn-y-coed.....	.....	.....	.....	.....
Charlottetown, P.E.I.....	Davies .....	.....	79	2.00	10.00
	Osborne .....	.....	...	1.25	5.00 to 7.00
Chatham, N.B...	Bowser House...	Miss Bowser.....	...	1.50	Special.
	Adams House...	Thos. Flannagan...	...	1.50	"
	Canada House ..	Wm. Johnston ....	...	1.50	"
Cutler, Me.....	Hotel Cutler .....	.....	.....	.....	.....
Dalhousie, N. B.	Inch Arran House	.....	...	2.50 to 4.00	Special.
	Murphy's Hotel .	Thos. Murphy ....	...	1.50	9 00
Digby, N. S.....	Myrtle House...	J. C. Morrison....	25	2.00	7.00 to 10.00
	Royal Hotel.....	J. Daley.....	30	1.50	5.00 to 7.00
	Short's Hotel....	Mrs. M. Short....	20	1.50	5.00 to 7.00
	Burnham House..	Mrs. J. Burnham..	15	1.50	5.00 to 7.00
	Digby Hotel .....	Miss Smith .....	15	1.50	5.00 to 7.00
Dorchester, N.B.	Dorchester Hou.	G. F. Wallace.....	75	2.00	Special.
Eastport, Me....	Quoddy House ..	Kenney & Bucknam	100	2.00 to 3.00	"
Ellershouse, N.S.	Ellershouse Hotel	Chas. Rieck .....	...	1.00	3.00 to 4.00
Fredericton, N.B	Barker House...	F. B. Coleman ....	50	2.00 to 2.50	10.00 to 14.00
	Queen Hotel ....	J. A. Edwards ....	50	2.00 to 2.50	10.00 to 14.00



CITY OR TOWN.	NAME OF HOTEL.	PROPRIETOR.	ROOMS	RATE PER DAY.	RATE PER WEEK.
Halifax, N.S....	Queen Hotel....	A. B. Sheraton....	130	\$2.00 to \$3.00	\$10.50 to \$16.00
	Halifax Hotel....	H. Hesslein.....	200	2.00 to 4.00	10.00 to 16.00
	St. Julian Hotel..	J. P. Marr.....	50	European pl.	.....
	Waverley House	Miss Romans.....	60	2.50 to 4.00	Special.
	Royal Hotel....	L. D. Windsor....	50	1.50 to 2.00	"
	Albion Hotel....	P. P. Archibald....	50	1.50 to 2.00	"
	Acadian Hotel....	Geo. Nichols.....	60	1.50 to 2.00	"
	Lorne House....	Mrs. Corry.....	40	1.50 to 2.00	"
	Carleton House..	M. E. Margeson... .	50	1.50 to 2.00	"
	British-American	Chas. Ancoime ...	40	1.50 to 2.00	"
	Caledonia House	Mrs. Baker.....	40	1.50 to 2.00	"
	Russell House...	.....	30	1.50 to 2.00	"
	Revere House...	J. S. Priest.....	40	1.50 to 2.00	"
	Globe Hotel....	H. L. Wallace ...	40	1.50 to 2.00	"
	Continental Hotel	W. H. Murray....	30	European pl.	.....
Horton Ldg. N.S.	Dunedin .....	Thos. Harris.....	12	1.25	6.00
	Brookside.....	Capt. T. Luzo....	6	1.25	6.00
Kentville, N.S.	Lyons' Hotel....	D. McLeod.....	18	1.50	Special.
	Kentville House	Jas. Lyons.....	20	1.50	"
	Porter House....	Rufus Porter.....	38	1.25	5.00
	Revere House...	Mrs. W. Redden..	22	1.00	5.00
	American House	J. McIntosh .....	16	1.25	5.00
	Victoria Hotel...	C. E. Farren .....	12	1.25	5.00
Kingston, N.S....	Kingston House	R. E. Davidson... .	18	1.00	5.00
Lawrencetown, "	Elm House.....	A. P. Phinney....	8	1.25	4.00
	Valley House ...	N. H. Phinney....	8	1.00	3.50
Middleton, N. S.	American House	D. Feindal.....	23	1.50	5.00 and 6.00
Moncton, N.B....	Brunswick House	Geo. McSweeney..	50	2.00 to 3.00	Special.
	Commercial Hou.	.....	30	1.50 to 2.00	"
Mulgrave, N. S.	Union House....	Wm. Power.....	9	.75	4.00
New Glasgow, "	Vendome .....	D. McDearmid....	...	Special.	Special.
Pt. Hastings, C.B.	Hastings House	Mrs. Chisholm ...	20	1.25	5.00 to 6.00
	Caledonia Hotel.	.....	25	1.00	4.00 to 5.00
Portland, Me....	Falmouth Hotel.	J. K. Martin.....	250	2.00 to 4.00	10.00 and up.
	United States....	Foss & O'Connor..	150	2.00 to 2.50	10.00 and up.
	Preble House....	M. S. Gibson.....	138	2.50 to 3.00	Special.
	City Hotel .....	V. H. Sweet .....	86	2.00 to 2.50	"
Shubenacadie, N. S.....	Sherman House.	J. A. McKeffey ...	20	1.00	3.00 to 5.00
	American House	Geo. Currie.....	17	1.00	3.00 to 5.00
St. Andrews, N.B.	Algonquin .....	F. A. Jones.....	...	.....	.....
	Kennedy's Hotel	Angus Kennedy... .	35	1.50 to 2.00	7.00 to 12.00
	Argyll .....	.....	76	2.50	10.00 and up.
St. John, N.B....	Dufferin .....	F. A. Jones.....	50	3.00	Special.
	Victoria .....	D. W. McCormick	68	2.00 to 2.50	"
	Royal .....	Thos. F. Raymond	76	3.00	"
	New Victoria....	J. L. McCloskey ..	50	2.00	"
	Belmont .....	John Sime.....	33	3.00	5.00
	Clifton .....	A. N. Peters.....	30	2.00	Special.
	Queen .....	J. C. Rickie.....	29	1.50	6.00
Summerside, P.E.I.....	Clifton House ...	E. Mawley.....	20	2.00	Special.
	Hotel Russ.....	J. B. Russ.....	25	1.50	7.00
	Campbell House.	D. Campbell.....	50	1.00	5.00
	Brunswick .....	J. T. Linkletter ...	20	1.00	4.00
Sydney, C.B. ...	MacKenzie House	H. R. MacKenzie..	22	1.25	Special.
	American House.	Mrs. Williams....	12	1.25	"
	International Ho'l	J. McKinnon .....	10	1.25	"
Truro, N. S. ....	Pr. of Wales Hotel	A. L. McKenzie... .	45	1.50	"
	Parker House...	.....	30	1.50	"
	Victoria Hotel...	Casson & Learment	22	1.50	7.00
	Winan's Hotel ..	J. T. Winan .....	20	1.00 to 1.50	Special.
	Maitland House.	Capt. McLellan ...	20	1.00 to 1.50	"
Waterville, N. S.	.....	W. H. Risteen....	11	1.00	"
	.....	T. A. Margeson... .	8	1.00	"
Weymouth, N.S.	American House.	J. W. Goodwin....	17	1.25	4.00 to 4.50
	.....	W. W. Jones.....	10	.....	5.00 to 7.00
	.....	Forbes Jones.....	14	1.50	5.00 to 7.00
Windsor, N.S. ..	Avon House ....	John Cox.....	...	1.50	Special.
	Victoria Hotel...	Thos. Doran.....	...	1.50	"
	Clifton House ...	F. Kelcup .....	...	1.00	"
	Somerset House.	W. Gibson.....	...	1.00	"
	Windsor House..	Thos. Gibson.....	...	1.25	"
Wolfville, N.S...	Acadia House....	J. L. Franklyn....	20	1.50	6.00
	Central Hotel ...	Mrs. C. R. Quin ..	18	1.50	Special.
	Wolfville House.	H. D. Farrell .....	14	1.50	6.00
	Kent Lodge .....	Mrs. Haliburton..	12	1.25	Special.
	American House.	J. W. Harris.....	24	1.25	5.00
[C. B.	Village Hotel....	Mrs. Newcombe... .	14	1.25	5.00
Whycocomagh,	Mitchell House..	Thos. Mitchell....	13	1.50	7.00
Yarmouth, N. S.	Hotel Lorne. ...	F. C. Ryerson ....	45	2.00	8.00
	Yarmouth Hotel.	W. H. S. Dahlgreen	60	2.00	8.00
	Queen Hotel ....	E. M. Nichols ....	36	1.50 to 3.00	7.00 to 10.00



# DISTANCES AND TIME BETWEEN VARIOUS POINTS.

## LOCAL POINTS ON INTERNATIONAL STEAMSHIP CO.'S ROUTES.

	MILES.	HOURS.	MIN.
Boston, Mass., and Portland, Me.,.....	110	7	— 30
“ “ “ Cutler, “ .....	285	*22	— ..
“ “ “ Eastport, “ .....	300	*23	— ..
“ “ “ St. John, N.B., .....	350	*32	— ..
Portland, Me., and Cutler, Me.,.....	175	*13	— ..
“ “ “ Eastport, “ .....	190	14	— ..
Cutler, Me., and “ “ .....	15	1	— ..
“ “ “ St. John, N.B., .....	240	*21	— ..
Eastport, Me., and “ “ .....	50	3	— 30
Boston, Mass., and Digby, N.S., direct .....	278	25	— ..
Digby, N.S., and Annapolis, N.S., .....	15	1	— 10

\*Includes stops made at intermediate points.

## BETWEEN OTHER POINTS.

	MILES.	HOURS.	MIN.
Eastport, Me., and St. Andrews, N.B.,.....	15	1	— 10
“ “ “ Robbinston, Me.,.....	18	1	— 20
“ “ “ Calais, Me.,.....	30	2	— 30
“ “ “ Grand Manan, N.B., .....	18	2	— ..
“ “ “ Campobello, N.B., (ferry) .....	1	1-2	.. — ..
“ “ “ Lubec, Me., (ferry) .....	3	..	— ..
Lubec, Me., and Machias, Me., (stage).....	28	..	— ..
St. John, N.B., and Summerside, P.E.I., .....	167	9	— ..
“ “ “ Charlottetown, “ .....	216	12	— ..
“ “ “ Fredericton, N.B., (via river) ..	80	8	— ..
“ “ “ Digby, N.S., .....	45	3	— 15
Digby, N.S., and Yarmouth, N.S.,.....	67	3	— ..
Annapolis, N.S., and Halifax, N.S., .....	130	5	— 20
“ “ “ Granville, N.S., (ferry) .....	1	..	— ..
St. John, N.B., and Halifax, N.S., (all rail).....	276	12	— ..
Portland, Me., and Old Orchard Beach, Me.,.....	11	30	— ..
“ “ “ Sebago Lake, Me.,.....	17	1	— 20
“ “ “ Fabyan's, White Mountains....	91	4	— ..
“ “ “ North Conway, N.H.,.....	60	2	— 30
“ “ “ Fryeburg, Me., .....	49	2	— ..
“ “ “ Peak's Island, Me., .....	2	..	— 20
“ “ “ Cushing's Island, Me.,.....	2	..	— 25
“ “ “ Orr's Island, Me.,.....	17	..	— 50
“ “ “ Chebeague Island, Me.,.....	8	..	— 40
“ “ “ Harpswell, Me., .....	13	1	— ..

# Hotel Dufferin,

ST. JOHN, N. B.

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CENTRALLY LOCATED.

---

OPPOSITE KING'S SQUARE.

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ELEGANTLY FURNISHED.

TABLE UNSURPASSED.

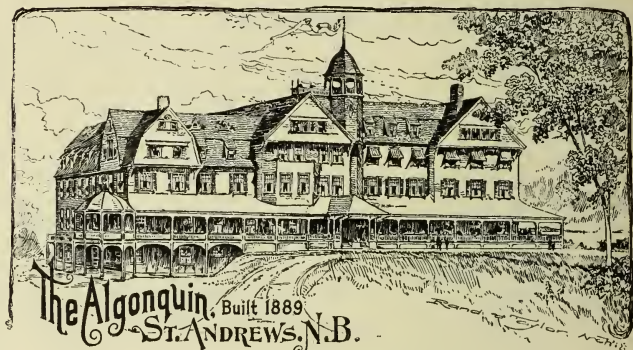
FIRST-CLASS IN EVERY RESPECT.

*FRED. A. JONES, Proprietor.*

# The Algonquin,

ST. ANDREWS, N. B.

OPENS JUNE 28, 1889.



Designed upon the most approved methods of construction, it is replete with every convenience and luxury demanded by summer tourists.

Located on an eminence 150 feet above sea level, its piazzas (340 feet long by fourteen in width) and windows afford unobstructed views of Passamaquoddy Bay, Chamcook Mountain, River St. Croix, Bay of Fundy, coast of Maine, and the quaint old town of St. Andrews beneath it.

Its drainage by perfect sewers, having an average descent of 7 1-2 per cent, falls directly into the sea 2,000 feet distant.

The house is provided with elevator, salt and fresh water baths, ladies' and gentlemen's toilet rooms on each floor, parlors, reception, card, smoking, writing and billiard rooms, steam heat, steam laundry, Western Union telegraph office, and lighted by gas.

In short, the "ALGONQUIN" is a hotel of the very highest class, basing its claims for patronage upon excellence of equipment and management.

Rates per day, . . . . . \$3.00 to \$5.00

Rates per week, . . . . . \$12.00 and upward

Special terms made for longer periods, and for families.

Correspondence regarding rooms, rates, etc., should be addressed to

FRED. A. JONES,

*Lessee of the Algonquin.*

# INTERCOLONIAL RAILWAY,

OF CANADA.

THE POPULAR AND FASHIONABLE ROUTE FOR CANADIAN  
AND UNITED STATES SUMMER TRAVEL.

The Intercolonial traverses for two hundred miles the south shore of the majestic Saint Lawrence, thence through the famous lake, mountain, and valley region of the Metapedia and Restigouche Rivers, unequalled for magnificent scenery, and along the beautiful and picturesque shores of the Baie De Chaleur and Gulf of St. Lawrence, abounding in exhaustless salmon and trout streams.



## NEW AND ELEGANT BUFFET SLEEPING AND DAY CARS.

— ALSO —

FIRST-CLASS AND SMOKING CARS

ON ALL THROUGH TRAINS.

THROUGH EXPRESS-TRAIN CARS BRILLIANTLY  
LIGHTED BY ELECTRICITY.

All the popular summer sea-bathing and health-restoring resorts of Canada are along this line, notable among which are Riviere du Loup, Cacouna, Bic, Metis, Campbellton, Dalhousie, Bathurst, St. John, Shediac, and Halifax.



Through Express Trains, daily, between Quebec, Halifax, N. S., and St. John, N. B., and close connections made for Baie de Chaleur, Prince Edward Island and Cape Breton points, also with Steamer "Beaver" at Pictou for the Magdalen Islands. Close connections made at Quebec with the Grand Trunk and Canadian Pacific Railways, and at Quebec and Riviere du Loup with the steamers between Montreal, Quebec, and the far-famed Saguenay River.

Illustrated Guide-Books to the Intercolonial Railway, with maps, hotel-lists, etc., also time-tables, showing rail and steamboat connections, can be had on application to city agents, or of

A. BUSBY,  
*Gen'l Passenger Agent,*

D. POTTINGER,  
*Chief Superintendent,*

MONCTON, N. B.

## THE RHINE OF AMERICA.

---

**RIVER SAINT JOHN.**

---

**SAINT JOHN AND FREDERICTON.**FARE, ONE DOLLAR.

---

**SUMMER ARRANGEMENT.**

Until further notice, one of the splendid MAIL STEAMERS,  
"DAVID WESTON" and "ACADIA," will

**LEAVE INDIANTOWN**

FOR FREDERICTON, GIBSON,

and intermediate landings, every morning (Sundays excepted), at  
nine o'clock (local time), and will

**LEAVE FREDERICTON**

FOR SAINT JOHN (INDIANTOWN),

and intermediate landings, every morning (Sundays excepted), at  
eight o'clock (local time), due at Indiantown at 3 p.m.

---

Connections are made with trains of the

*New Brunswick Railway,*

For WOODSTOCK, AROOSTOOK, GRAND FALLS, EDMUNSTON, &c.

*Northern and Western Railway,*

For DOAKTOWN, CHATHAM, &c., and with

*Steamer "Florenceville,"*

(While water is high) for EEL RIVER, WOODSTOCK, &c., and

*Steamers of the International Steamship Co.,*

For and from PORTLAND, BOSTON, and other points in the  
United States and Canada.

---

Through tickets, single and return, issued to all stations at  
special reduced rates.

---

Connections made with the horse-cars of "St. John City Rail-  
way," which run to and from steamboat landing. Fare only five  
cents to any point in St. John or Portland on their route.

For further information, see **folder with map of river**, to be  
obtained at offices of the International Steamship Co., at railroad  
stations, and at hotels.

---

**R. B. HUMPHREY, Manager,**

**Head Office at Union Line Wharf, Indiantown,  
ST. JOHN, N. B.**



# Royal Hotel,

KING STREET,

ST. JOHN, N. B.

CENTRAL LOCATION.

UNEXCEPTIONABLE TABLE.

HEADQUARTERS FOR

TOURISTS, BUSINESS-MEN,

AND

COMMERCIAL TRAVELLERS.

T. F. RAYMOND, Proprietor.

# HOTEL CUTLER,


VIA

INTERNATIONAL STEAMERS.

---

THE MOST HEALTHFUL AND INTERESTING SPOT  
IN AMERICA.

---

 **CUTLER HARBOR** and its surroundings, midway between **BAR HARBOR** and **CAMPOBELLO**, afford its visitors the most equable and salubrious climate, the widest range of picturesque scenery, inviting walks, secluded nooks, charming drives, and delightful sails of any resort on the far-famed coast of Maine.

It affords numberless objects of interest to seekers after health and rest; to the geologist, with its anticlinal axis, deep gorges, and fossil footprints; to the naturalist, with its fauna and flora; to the archæologist, with its famous Norse Wall and Lake; and to the angler and sportsman, with its famous deer park and wealth of forest and stream.

**HOTEL CUTLER** has all the modern improvements,—billiard-room, tennis-court, bowling-alley, livery-stable, and supply of yachts and boats. The rooms are commodious and pleasant, house well appointed, table superior, and prices moderate.

For further particulars, address

J. C. RYDER, *Manager*,

CUTLER, MAINE.

Or,—

CUTLER LAND COMPANY,

70 Devonshire Street,

Boston, Mass.

## CAMPOBELLO ISLAND.

## Tyn-y-coed Hotel.

THIS ATTRACTIVE SUMMER RESORT WILL BE  
OPEN FOR VISITORS JULY 1.

*The hotel, with its annex, is pleasantly situated near the water's edge, on a bluff seventy-five feet above the level of the sea. It is provided with all the comforts of a refined home, and beautifully furnished throughout.*

ACCESS • MAY • BE • HAD • BY • THE • FINE  
STEAMERS • OF • THE • INTERNATIONAL • LINE  
WHICH • LEAVE • COMMERCIAL • WHARF, BOSTON,  
AT • 8.30 • A.M., • MONDAYS, • WEDNESDAYS, • AND  
FRIDAYS, • AND • PORTLAND • THE • SAME • EVE-  
NINGS • AT • 5.30.     .     .     .     .     .

THE • 12.30 • AND • 1 • O'CLOCK • TRAINS • VIA  
THE • BOSTON • & • MAINE • RAILROAD • (EASTERN  
AND • WESTERN • DIVISIONS) • CONNECT • WITH • THE  
STEAMERS • AT • PORTLAND.     .     .     BAGGAGE  
CHECKED • THROUGH • TO • CAMPOBELLO.

*Applications for rooms for the season of 1889 may  
be made to*

T. A. BARKER,

Care ALEX. S. PORTER,

27 STATE ST., BOSTON.

# NOVA SCOTIA

— VIA —

SAINT JOHN, N. B.

— AND THE —

BAY OF FUNDY S. S. CO.

The elegant Steamer "City of Monticello" leaves St. John every week-day, except Tuesday, at 7.45 a.m. (local time) for **DIGBY**, there connecting with the **Western Counties Railway** for **YARMOUTH** and intermediate points.

From Digby the steamer proceeds to **ANNAPOLIS**, sixteen miles, through one of the most picturesque rivers in North America, connecting with **Windsor & Annapolis Railway**, which traverses the far-famed "land of Evangeline," to **HALIFAX**. Returning, the steamer leaves Annapolis and Digby on the same days as going east.

Connections made at St. John with the "all rail line" to **Bangor, Portland, and Boston**, and steamers of the **International S.S. Co.** for **EASTPORT, PORTLAND, and BOSTON**; also with **Intercolonial Railway** for **MONCTON, QUEBEC**, etc., and **Grand Southern Railway** for **ST. GEORGE** and **ST. STEPHEN, N.B.**, and the **River Steamers** on the **St. John**, and with **New Brunswick Railway** to points in **NORTHERN MAINE** and **NEW BRUNSWICK**.

H. D. TROOP, *Manager*,

ST. JOHN, N. B.

# ST. CROIX RIVER LINE,

BETWEEN

EASTPORT,

ROBBINSON,

ST. ANDREWS,

AND CALAIS.

---

RUNNING IN CONNECTION WITH THE

"INTERNATIONAL STEAMERS"

---

LEAVING CALAIS every morning, connecting at Eastport with Steamers "Cumberland" and "State of Maine" for PORTLAND and BOSTON every Monday, Wednesday, and Friday, and with same steamers for ST. JOHN on Tuesdays, Thursdays, and Saturdays.

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The Elegant Steamer "ROSE STANDISH" is the steamer employed in this service.

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JAS. L. THOMPSON, *Manager,*

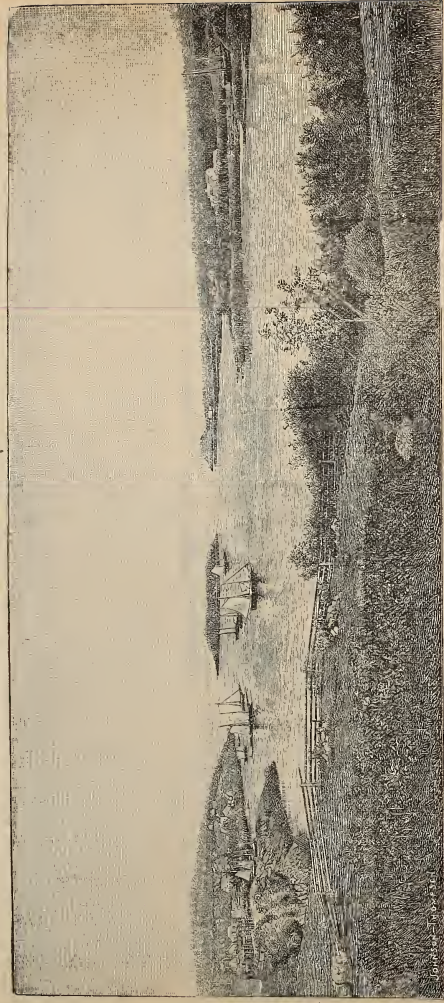
CALAIS, MAINE.



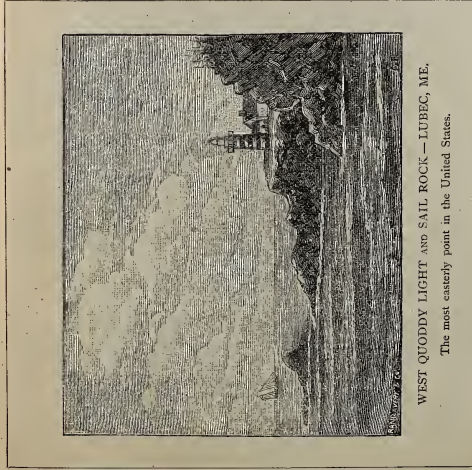
MEMORANDA.

**MEMORANDA.**

**MEMORANDA.**



VIEW OF THE NEW SUMMER-RESORT — CUTLER, ME.



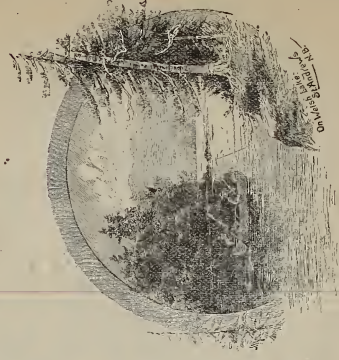
WEST QUODDY LIGHT AND SAIL ROCK — LUBEC, ME.  
The most easterly point in the United States.

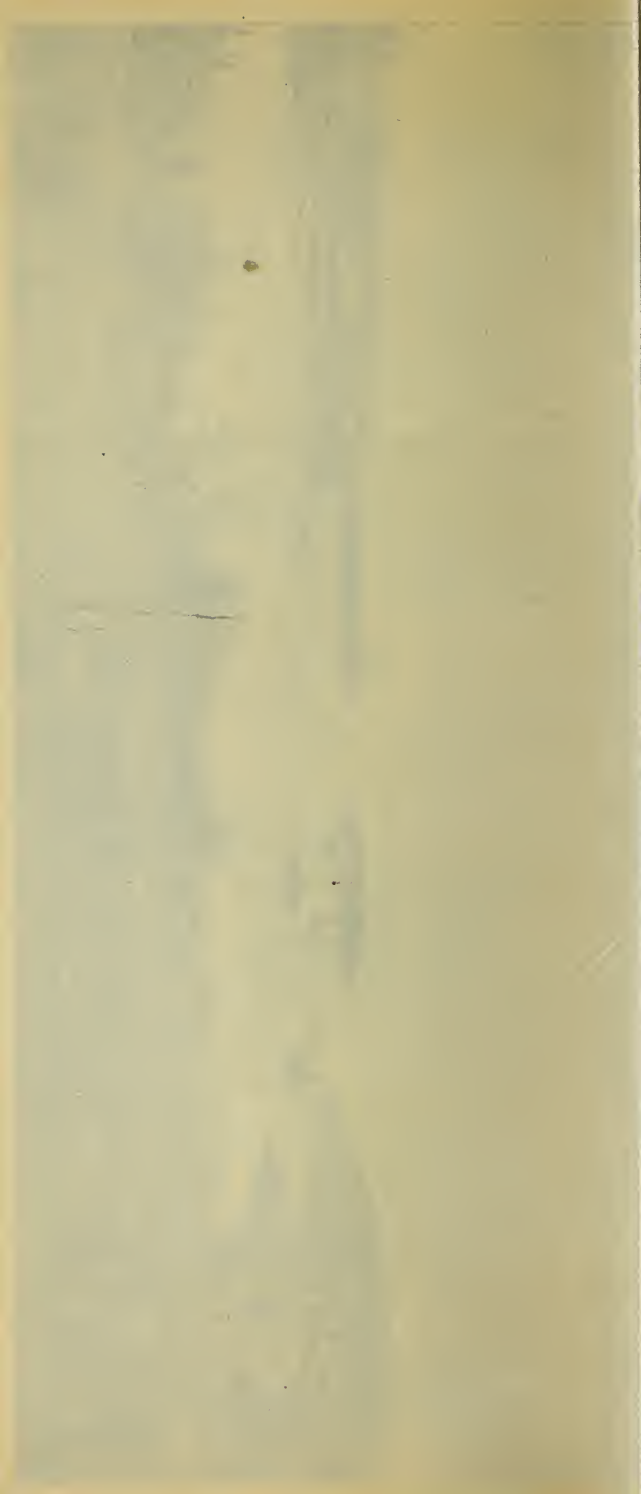


SOUTHERN CROSS — GRAND MANAN.



AROUND ST. ANDREWS, N. B.









Between  
BOSTON, PORTLAND,  
Eastport, Cutler and Calais, Me.

ST. ANDREWS,  
CAMPOBELLO,  
GRAND MANAN,

AND  
St. John, N. B.

DIGBY, ANNAPOLIS  
AND HALIFAX, NOVA SCOTIA.